CAR OF THE YEAR REVEALED!
See page 24

GRANADA MK3
EXPERT BUYING TIPS

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STUNNING RESTOMOD

Classic Ford

RESTORE • MAINTAIN • MODIFY

January 2025

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Full colour Motorsport Catalogue NOW AVAILABLE!

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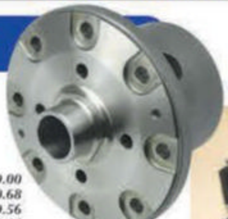
MOTORSPORT CATALOGUE 2020

ATLAS AXLE PARTS, BLACKLINE



Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears £495.80 £594.96

SPARES			
Spare side gears, 18 tooth	each	£32.50	£39.00
Motorsport plate kit		£83.90	£100.68
Wavy plate	each	£16.30	£19.56
Atlas CWP, 3.4, 3.7, 4.6, 5.1		£251.80	£302.16
Atlas axle casing, thick tube, double pinned & breather		£218.60	£262.32
Pig's head only		£165.00	£198.00
Atlas axle pinion flange		£49.90	£59.88

Axle end stubs, R/H & L/H thread	pair	£49.90	£59.88
Axle locking rings, R/H & L/H thread	pair	£21.90	£26.28
Locking ring adjustment tool		£25.50	£30.60
Caliper mount brackets, suit AP	pair	£29.50	£35.40

Fully-floating axle kit £328.60 £394.38

Fully floating hub assembly without shafts	pair	£218.60	£262.32
Fully floating axle kit, inc.(2) F/F Hub assemblies plus (2) '4340' halfshafts, 18 tooth (choice of length)		£328.60	£394.38
Flange to suit F/F hub kit	each	£49.50	£59.40
SPARES			
Studs	each	5.90	£7.08
Seal pack	pack	z£13.90	£16.68
Bearing, top quality	each	£38.90	£46.68
770mm '4340' halfshaft, 18 tooth	each	£77.50	£93.00
820mm '4340' halfshaft, 18 tooth	each	£82.50	£99.00

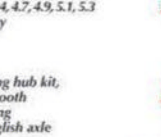
All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications.
4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

266 x 21 'Forest' type discs	pair	£159.00	£190.80
FBL 002 disc bells	pair	£51.00	£61.20
Halfshaft flange, not F/F, suit std. axle	each	£59.50	£71.40

ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps) Available 18 tooth (mates with semi-floating conversion kit)		£395.80	£474.96
Available 22 tooth (mates with std. halfshaft)		£395.80	£474.96
Spare plate kit		£39.50	£47.40
Spare side gears, 18 or 22 tooth (please state)		£32.50	£39.00
English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3		£231.50	£277.80
Spare side bearing, top quality		£19.90	£23.88
Crush washer		£5.90	£7.08
Crown wheel bearing		£9.90	£11.88
Pinion bearing		£14.90	£17.88
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth		£443.80	£532.56
English axle weld-on brace ring		£39.90	£47.88
Special 10mm axle brace, English axle		£99.50	£119.40
SPARES			
Semi-floating hub assembly (less bearing)	each	£144.40	£173.28
Bearing '4340'		£48.90	£59.76
Halfshaft, suit semi-floating kit		£77.50	£93.00
Flange, not semi-floating, suit std. axle		£59.50	£71.40
Flange, Group 1 type		£59.50	£71.40
Brake disc, 265 x 10	each	£34.50	£41.40

HELICAL LSDs, BLACKLINE



English axle, Caterham, 22 spline	£324.00	£388.80
Atlas axle, 16 or 18 spline	£354.00	£424.80
Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/1B5 trans)	£399.00	£478.80
Sierra 7", Caterham	£399.00	£478.80
Focus ST170, Mini Cooper 'S' (6-speed Getrag box)	£399.00	£478.80
Ford Fiesta ST180 1B6	£495.00	£594.00
9" Ford USA, 28 or 31 spline	£495.00	£594.00
Mazda MX5 (94-05)	£399.00	£478.80

TRANSMISSION PARTS, BLACKLINE

4-speed bearing type gearlever	£38.50	£46.20
5-speed bearing type gearlever	£40.50	£48.60
5-speed quickshift conversion kit	£13.50	£16.20
M10 ally 'Pro' gearknob	£14.90	£17.88
M10 white or black nylon gearknob	£12.50	£15.00
Propshaft, Type 9 - English or Atlas axle	£89.50	£107.40
RS2000 bellhousing, quick release	£129.00	£154.80

Wilwood brakes kits from £329.46 £395.35

ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper		£329.46	£395.35
Wilwood brakes kit, 247x20, Midilite caliper		£515.34	£618.41
AP Racing brakes kit, 266x21		£945.00	£1134.00
Wilwood brakes kit, 285x21, Midilite caliper		£628.54	£754.25
Wilwood Powerlite 4-pot caliper		£119.50	£143.40
Wilwood Midilite 4-pot caliper		£164.50	£197.40
Escort Mk1 stainless brakeline kit		£29.74	£35.69
Escort Mk2 stainless brake line kit		£29.74	£35.69
Balance bar pedal box, cable clutch, pressed pedals		£119.50	£239.40
Balance bar pedal box, hydraulic clutch, pressed pedals		£225.00	£270.00
RMD Formula pedal box		£207.60	£249.12
LED balance bar display		£98.80	£118.56
RMD master cylinders	from	£23.50	£28.20
Wilwood master cylinders	from	£31.50	£37.80
Wilwood proportioning valve, knob		£44.50	£53.40
Wilwood proprtioning valve, lever		£59.50	£71.40
Blackline 'swaged' stainless brake lines, 3-line		£29.74	£35.69
Classic Ford wheels	6x13	£69.00	£82.80
	7x13	£76.00	£91.20
	8x13	£87.50	£105.00
	8x15	£99.00	£118.80

Classic Ford wheels from £69.00 £82.80

Poly' bump stops, top axle mounting	pair	£8.12	£9.75
Escort 11/1300 front springs, 145-220lbs	pair	£37.80	£45.36
Escort RS front springs, 145-220lbs	pair	£37.80	£45.36
1.9" & 2.25" coil springs, 20,000 in stock!	each	from £17.90	£21.48
Adjustable spring seat kit		£24.50	£29.40
Helper spring adaptor, 2.25"-2.25"		£10.50	£12.60
Gaz, adjustable front shocks	each	£67.60	£81.12
Gaz, adjustable (3-way) front shocks	each	£299.50	£359.40
Gaz, adjustable rate rear shocks	each	£65.00	£78.00
Quick steering racks	RH 2:9 ratio	£124.50	£149.40
	RH 2:4 ratio	£144.80	£173.40
	LH 2:4 ratio	£154.50	£185.40

H/duty quick steering racks	RH 2:4 ratio	£179.50	£215.40
	RH 2:2 ratio	£209.50	£251.40
	LH 2:4 ratio	£189.50	£227.40
	LH 2:2 ratio	£219.50	£263.40
OEM style steering rack mounts	pair	£16.80	£20.16
Roller bearing top mount - spherical bearing.	each	£49.50	£59.40
Roller bearing top mount - roller bearing.	each	£49.50	£59.40
Roller bearin plastic dust covers	pair	£9.50	£11.40
Spherical bearing race type top mounts	pair	£49.60	£59.52

OEM TCA's £63.50 £76.20

TCA's 'Pattern' style	pair	£44.50	£53.40
TCA's 'OEM' style	pair	£68.50	£82.20
TCA bush insertion tool		£14.90	£17.88
Twin cam anti-roll bar		£74.50	£89.40
Anti-dive kit		£39.00	£46.80
World cup X-member		£116.50	£139.80
World cup mounts	pair	£36.50	£43.80
RS2000 track rod ends	each	£11.50	£13.80
Group 4 style all steel U/J coupling		£21.80	£26.16
4-link kit		£129.50	£155.40
Heavy duty 4-link kit		£195.00	£234.00
Group 4 round turret kit	kit	£65.00	£78.00
Mk1 spring shackles	car set	£17.00	£20.40
Mk2 spring shackles	car set	£23.50	£28.20
OEM Escort RS struts	each	£96.95	£116.34
Group 4 spec. front RS struts	each	£138.00	£165.60
260/60 & 300/70 Bilstein inserts		£99.50	£119.40
260/60 & 300/70 Blackline inserts		£69.50	£83.40
Escort RS stub axles	pair	£130.00	£156.00
RS steering arms	pair	£69.50	£83.40
Heavy duty steering arms, gusseted	pair	£79.50	£95.40
Quick fit steering arm kit	pair	£9.60	£11.52
Ally hubs - standard or Group 4	each	£49.50	£59.40
Stub axle hardware kit		£12.90	£15.48
Watts linkage kit		£209.50	£251.40
Taper leaf springs, 146lb rate	each	£49.50	£59.40
Ally tube strut brace, round tube		£46.90	£56.28
Work style 60mm oval tube strut brace		£54.50	£65.40
Rear lamp protectors	pair	£12.90	£15.48
Chassis mounted sump guard, wet sump		£149.00	£178.80
Kaylan mudflaps, 4mm (500x300)	pair	£16.50	£19.80
Body jacking kit	car set	£119.50	£143.40
Ford hub nut socket, 3/4"D, 65mm		£13.90	£16.68

Mk2 Front Wing £72.10 £86.52

Mk1 Mexico front wing, LH or RH	each	£265.22	£318.27
Mk2 front wing, LH or RH, std.	each	£72.10	£86.52
Mk2 front wing, LH or RH, RS2000	each	£175.00	£210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk

X-Flow ally radiator £199.60 £239.52

X-Flow ally radiator
£199.60 £239.52
RS2000 (Pinto) ally radiator
£199.60 £239.52
Large header rad, Cosworth, Duratec
£199.60 £239.32
13/235 oil cooler
50.10 £60.12

Silicone hose kit, Mexico or RS2000 (available blue, black or red)
£62.34 £74.81

20,000 SILICONE HOSES IN STOCK, BLACK, RED & BLUE

Lockable fuel filler cap assembly
£49.50 £59.40

WCP Interupter pump £29.00 £34.80

WCP interupter fuel pump		£29.00	£34.80
WCP solid state fuel pump		£19.00	£22.80
WCP injection fuel pump	from	£32.19	£38.63
Bonnet pin kits, stainless slider		£5.00	£6.00
Bonnet pins only, marine quality stainless	pair	£6.90	£8.28
Bonnet pin kits, alloy		£7.00	£8.40
Aerocatch	from	£32.20	£38.64
Avanti map light	from	£19.50	£23.40
Manifold wrap, 2" x 15 metres (50ft), Vermiculite		£29.60	£35.52
Roll cage padding, 3ft, B1 fire rating		£6.00	£7.20

M16 calipers to fit standard discs,
pair £99.00 £118.80
M16 calipers to fit vented discs
(no spacers needed),
pair £108.50 £130.20
M16 caliper, shouldered bolts, set of 4
£17.90 £21.48
Group 1 vented discs (247x20,
pair £45.32 £54.38

M16 Calipers from £99.00 £118.80

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13
Kit £159.80 £191.76

Escort Laminated & Heated Screens

Escort Mk1 Front heated laminated screen (inc. rubber)		£198.60	£238.32
Escort Mk2 Front heated laminated screen (inc. rubber)		£198.60	£238.32
Escort Mk1 front screen rubber		£24.92	£29.90
Escort Mk1 rear screen rubber		£23.92	£28.70
Escort Mk2 front screen rubber		£29.08	£34.90
Escort Mk2 rear screen rubber		£29.08	£34.90
Laser windscreen chip repair kit		£13.90	£16.68
14" or 17" rear view mirror		£14.90	£17.88
Mirror mount brackets, 37 or 44mm	pair	£12.90	£15.48

Escort Mk2 Rubber Parts

Bonnet bump stop	pair	£7.20	£8.64
Bonnet rail bump stop, set of 4		£14.90	£14.28
Bonnet bump stop, centre-rear		£6.10	£7.32
Wiring loom bulkhead grommet		£7.90	£9.48
Bonnet release cable grommet		£6.20	£7.44
Steering column bulkhead grommet		£8.20	£9.84
Handbrake backplate dust boots	pair	£8.10	£9.72
Spedo cable bulkhead grommet		£6.20	£9.44
Throttle pedal pad		£6.20	£7.44
Brake and clutch pedal pads	pair	£9.00	£10.80
Shock absorber top caps	pair	£14.90	£17.88
Rear bumper side plugs, set of 4		£10.90	£13.08
Oil line bulkhead grommet		£6.10	£7.32
Brake servo rod bellows		£6.20	£7.44

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

Rally Design

ENGINE TOOLING

Ford Timing Tool Set, Pro £59.90 £71.88

19pc Universal timing/locking set	£17.92	£21.50
Engine locking tools, Duratorq	£26.68	£32.02
Ford engine timing tool set, basic	£7.36	£8.83
Ford engine timing tool set, pro	£59.90	£71.88
Ford fan clutch wrench	£9.90	£11.88
Flywheel locking tool, Ford belt drive	£13.25	£15.90
Opel/Vauxhall pro timing tool set	£59.90	£71.88
Piston bore honing set, 3 stone	£9.36	£11.23
Spare stones to suit honing set	£4.90	£5.88
Valve lapper tool, 2 piece	£5.20	£6.24

SET UP EQUIPMENT - Suspension

Trackace from £58.00 £69.60

Trackace in cardboard box	£60.75	£72.90
Trackace in blow moulded case	£63.25	£75.90
Camber bar, Blackline 'Y' design	£23.50	£28.20
Blackline caster/camber gauge 'Bubble type'	£15.75	£18.90

Digital Caster-Camber Gauge £67.27 £80.72

Blackline digital caster/camber gauge, magnetic mount		£67.27	£80.72
Blackline caster/camber gauge mounting kit including digital gauge - suit wheel diameters 10-20"		£107.28	£128.74
Low rise car ramps	pair	£29.90	£35.88
Kerb ramps, 45 or 95mm high	pair	from £15.90	£19.08
Wheel chocks, h/duty rubber	pair	£9.90	£11.88
Turntables, 1.5ton each capacity	pair	£139.80	£167.76
Digital tyre pressure gauge		£3.80	£4.56
Digital tyre depth gauge		£4.80	£5.76
Infra-red thermometer, -50˚c - +500˚c		£23.80	£28.56

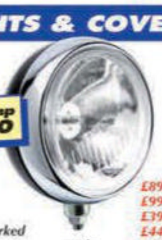
TESTING EQUIPMENT

Cylinder leak detector	£21.83	£26.80
Fuel injection test port	£19.38	£23.26
Diesel engine compression test	£27.20	£32.64
9 piece petrol engine compression test	£14.92	£17.90
LED digital voltage circuit tester	£12.90	£15.48

LED LIGHTS

Rechargeable workshop light - 30 LED	£16.25	£19.50
Rechargeable under bonnet light - 120 LED	£20.00	£24.00
Ranger LED spotlamp, 7", 28 LED, 12,600 lumens	£94.00	£112.80
Ranger LED spotlamp, 9", 45 LED, 22,000 lumens	£112.40	£134.88
Special installation wiring harness	£14.90	£17.88

CIBIE LIGHTS & COVERS



Cibie 'Oscar Style' Lamp £39.00 £46.80

Genuine Cibe Oscar		£89.50	£107.40
Genuine Cibie Super Oscar		£99.50	£119.40
Pattern 'Oscar' lamp, E-marked		£39.00	£46.80
Pattern 'Super Oscar' lamp, E-marked		£44.50	£53.40
Spare Oscar light cover	pair	£15.90	£19.08
Spare Super Oscar light cover	pair	£19.90	£23.88

INSTRUMENTS & GAUGES

52mm Gauges from £16.30 £19.56

0 - 8,000 RPM Tacho, 95mm	£27.50	£33.00
0 - 11,000 RPM Tacho, 120mm + shift light	£29.30	£35.16
52mm gauges - Boost, Vac, Temp, Pressure	from £16.30	£19.56
0 - 10,000 RPM Tacho, 80mm stepper	£49.65	£59.58
0 - 180 MPH Speedo, 80mm, stepper	£47.80	£57.36
60mm gauges - Boost, Vac, Temp, Pressure, stepper	from £25.90	£31.08

BATTERY CONNECTION PARTS

Quick disconnect, cable connector & anti-corrosion washers	set	£4.90	£5.88
Terminals, 13.5mm post	pair	£2.90	£3.48
Terminals, 16.5mm post	pair	£2.90	£3.48
Washers and terminal boots	set	£2.50	£3.00
Hydrometer tester		£1.90	£2.28

WELDERS - ARC, MIG & TIG

MIG 200 amp £211.15 £253.38

Arc welder, 200 amp	£93.29	£111.95
Mig welder, 120 amp	£87.88	£105.46
Mig welder, 200 amp	£211.15	£253.38
ARC & TIG welder, 180 amp	£157.20	£188.64
AC TIG welder, 250amp, ideal ally	£372.40	£446.88
50 amp plasma cutter, cuts up to 18mm	£179.00	£214.80

BLACKLINE 4x4 WINCHES

BlackLine

3000lb x 12v Electric winch

From £105.00 £126.00

13,500lb x 12v Electric winch, wire

From £223.33 £268.00

All for just £149.70 £179.64

BlackLine

POWER TOOLS 450Nm Cordless Impact Wrench Set

Includes powerful 450Nm wrench (reverse), 120Nm (forwards), impact socket set, (1) 72T ratchet handle, (1) extendable ratchet handle, (2) x 4a Samsung batteries and quick charger

OTHER BLACKLINE POWER TOOLS & ACCESSORIES

Blackline 1.8mw commercial pressure washer	£208.18	£249.81
Blackline 3.4kva workshop generator	From £166.25	£199.50
Blackline 2.0kw inverter generator	From £203.17	£243.80
Strom 2.1kw quiet inverter generator	£332.50	£399.00
Blackline 4.0mw quiet inverter generator	From £470.83	£564.99
Blackline 500w energy storage	£332.50	£399.00
Blackline 4 x 2w LED lighting system	£46.50	£54.60
450Nm Impact wrench, mains 240v	£47.82	£57.38
16 piece Impact socket set, 1/2" drive	£15.64	£18.77
Standard ratchet handle, 72 tooth, 1/2" drive	£7.98	£9.58
Extendable, 180˚ head ratchet handle, 72 tooth, 1/2" drive	£15.79	£18.95
4Ah Samsung spare lithium battery	£32.98	£39.58
Torque wrench, 40-210Nm (30-155lb ft)	£33.90	£40.68
5 piece twist socket set, 1/2" drive	£19.92	£23.90
Universal ball joint impact socket, 1/2" drive	£8.25	£9.90
320Nm lightweight impact wrench, 3/8" drive	£74.80	£89.76
13 piece impact long-reach socket set, 3/8" drive	£11.58	£13.89
Cordless power drill, 18v, 52Nm torque	£41.50	£49.80
19 piece cobalt drill set, din 338, 1-10mm	£16.58	£19.90
Cordless screwdriver, 7.2v, lightweight, 6 torque settings	£19.42	£23.30
Angle grinder, 1100w x 125mm diameter, 1100rpm	£23.00	£27.60
Heat gun, 2000w, 50-650˚, 500 ltr/min air flow	£24.92	£29.90
170w mini grinder (tool only)	£23.90	£28.68
170w mini grinder plus 130 piece rotary tool set	£33.90	£40.68

2.0 Ton Nascar Quick jack £141.25 £169.50

Torin BIG RED JACKS

JACKING EQUIPMENT

3.0 ton Trolley jack	£36.50	£43.80
3.0 ton double lock 'Pro' axle stands - pair	£19.50	£23.40
2.25 ton lightweight jack	£49.25	£59.10
2.0 ton 'Nascar' quick jack	£141.25	£169.50
3.0 ton 'Pro' axle stands, pair	£24.58	£29.50
Wheel skate, hydraulic lift - each	£79.00	£94.80
Wheel dolly, pair	£39.50	£47.40
750lb engine stand	£41.25	£49.50
Engine cradles - pair	£49.50	£59.40
3in1 tool box set	£35.90	£43.08
Trolley style tool box	£79.90	£95.88
Wheel ramp set	£57.92	£69.50
Low rise (70mm) car ramps, 5.0 ton capacity	Pair £32.90	£39.48
Kerb ramps, 45 or 95mm step	Pair from £13.90	£16.68
Wheel chocs	Pair £14.90	£14.28
Tyre saver parking mat - pair	£12.42	£14.90
Anti-skid grid, rollable	£22.65	£27.18
Electric hoist, 200kgs	£58.76	£70.51
Electric hoist, 500kgs	£87.51	£105.01
Car creeper, lightweight, 36"	£11.90	£14.28
Workshop 'Button' seat, pneumatic	£31.83	£38.20
10 ton hydraulic pull back ram	£49.80	£59.76
10 ton hydraulic body repair ram kit	£93.80	£112.56
10 ton hydraulic workshop press	£174.83	£209.80
500kg transmission support jack	£63.50	£76.20
48" farm jack, 3 ton	£49.83	£59.80
0.5 ton engine support bar	£76.20	£91.44
Tool creeper, (4) castors + LED pod light	£19.90	£23.88

Tyre Carriers

(4) Wheel tyre carrier, handle & lock	£39.80	£47.76

Tyre Carrier, handle & lock £39.80 £47.76

AIR TOOLING

Double cylinder air pump, max 150psi, 60lts/min	£29.50	£35.40
Hi-flow air pump, max 150psi, 150ltrs/min	£59.50	£71.40
15 piece 1/2" impact wrench kit	£25.18	£30.22
15 piece 1/2" ratchet wrench kit	£24.04	£28.85
50 piece 1/2" air tool kit includes ratchet, impact, air hammer & accessories	£59.40	£71.28
9 piece 190mm air hammer kit	£17.18	£20.62
6 piece air drill kit	£19.35	£23.22
3 piece HVLP spray gun kit	£29.63	£35.56
Clubman tyre gun, 0-220psi (15bar)	£6.92	£8.30
Pro tyre lance, dual head, 0-220psi (15bar)	£8.92	£10.70

SPECIAL HAND TOOLS

Ratchet tap Wrenches

85mm long, M3 - M10	£6.90	£8.28
100mm long, M5 - M12	£7.90	£9.48

Gear Ratchet Spanners

72 TOOTH - THE BEST QUALITY!

7 piece metric set, 8 - 19mm	£23.70	£28.44
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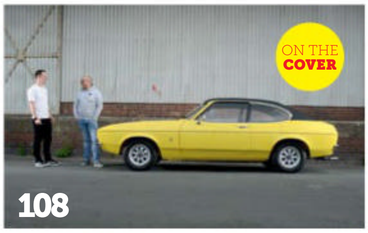
Contents

Features

ClassicFord
AWARDS
The best of 2024
23

ON THE COVER
58

86
TNT 358R
TNT 358R


ON THE COVER
108

ON THE COVER
48

Classic Ford Grafters
Rothmans
ON THE COVER
08

08 GRAFTERS: Fiesta XR2
Mk2 project gets motorsport touches.

23 CLASSIC FORD AWARDS
The best of 2024 plus Car Of The Year.

28 CLASSIC FORD SHOW 2025
What to expect plus how to get tickets.

40 EBAY'S CUSTOM TRANSIT
The story behind the online marketplace's cool camper/lounge Mk1 build.

48 HOMEBUILT HERO: Fiesta RS Turbo
This Mk3 is a longterm labour of love.

58 HERITAGE: Cortina Savage
Stunning Aquatic Jade 3000E profiled.

54 CLUB MEET: Fordmeet
Over 700 Fords head to Squires Cafe.

108 RESTORED: Capri 1600L
Now-rare Mk2 gets a new lease of life.

Motorsport

ON THE COVER
ebay
40

90 SPA SIX HOURS
Dozens of GT40s, Falcons, Galaxies, Lotus Cortinas and more Fords dominated Belgium's iconic Francorchamps circuit for the annual Spa Six Hours event.

92 1974 TOUR OF BRITAIN
How the Escort RS2000 dominated this high-profile event.

98 BRITISH HISTORIC RALLY CHAMPIONSHIP
The Trackrod hosts round eight.

CAR OF THE YEAR REVEALED!
GRANADA MK3 EXPERT BUYING TIPS
FIESTA RS TURBO STUNNING RESTOMOD
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RESTORE • MAINTAIN • MODIFY
January 2025
AWARDS SPECIAL
BEST OF THE BEST
The finest show cars, restorations, projects, gear and more of the year!
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FIESTA 1.1S PROJECT
SPA SIX HOURS
RS2000s ON THE '74 TOUR OF BRITAIN
UPGRADE IT: COSSIE ON CARBS
RESTORE IT: SAVE YOUR INNER SILLS
BUILD IT: FIESTA XR2 PROJECT
L820 KPU

January 2025

Regulars

12 **NEWS**
Wheel brands go bust DVLA changes logbook applications, plus Rusty Corner, the Big Picture, where to go in 2025 and much more.

16 **NEW PRODUCTS**
Two pages of the best new gear for your classic Ford.

TASTY NEW PRODUCTS p16

66 **WHAT'S ON**

68 **MAILBOX**
Your emails and social media comments.

70 **YOUR CARS**
Readers' rides — and projects!

72 **NEXT ISSUE**

116 **CLASSIC FORD BACK ISSUES**

128 **PARTING SHOT**
Classic image from way-back-when.

ON THE COVER

32 **ESCORT COSWORTH MONTE PROTOTYPE**
Steven Gibson has spent the best part of a decade bringing L820 KPU, the prototype for the Monte programme, back to its original, brilliant best.

CFTech

ON THE COVER
76

76 **HOW TO:** NA a Cosworth YB
The lowdown on what's involved in converting the Cosworth YB cylinder head from turbo to normal aspiration.

80 **OUR CARS:** Orion and Fiesta
Updates on Ade's Mk2 Orion and Jeff's Mk1 Fiesta 1.1S.

88 **EXPERT CLINIC**
Your tech queries answered.

CFBuying & Restoring

118
ON THE COVER

102 **HOW TO:** A-panels and inner sills
Part one of our step-by-step guide to sorting this often tricky-to-repair area.

114 **INSURANCE TIPS**

118 **BUYING GUIDE:** Mk3 Granada
What to check, how much to pay for the 1980s big saloon.

124 **READERS' ADS**
Cars, parts and projects for sale.

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Classic Ford

NEXT ISSUE ON SALE: FRIDAY, DECEMBER 20

THIS ISSUE

Out and about with our band of Blue Oval-loving writers and photographers.

ADE BRANNAN

CONTRIBUTOR

We can't keep Ade away from Ford's Heritage fleet — this time he's shot Gibby's Monte prototype amongst the collection. Page 32.

JAMIE ARKLE

CONTRIBUTOR

Jamie first met early fast Fiesta fiend, Herbert in 2015, this time he caught up with him to chat about his latest Mk2 project. Page 8.

JEFF RUGGLES

CONTRIBUTOR

Mk1 Fiesta convert Jeff put his pre-launch 1.1S through the registration process and it wasn't as bad as he feared. Page 86.

Welcome

Every year at this time, as we put together the Classic Ford Awards, it gives us the opportunity to reflect (in between arguing over who should be selected) on the season just gone, and perhaps more importantly, focus on the year ahead. Every year, too, we generally agree that it's been one of the best yet for the old Ford scene, with the standard of cars, parts and shows just getting better and better, and wonder if the coming months will see those standards raised. And of course they will be, because it's in all of us to try and improve on what we've done before, whether we're tinkerers or fully-fledged restorers.

So here's to what's been a cracking 2024, and what should be an even better 2025. We can't wait to get back out there and check out what you've been up to.

Thanks for reading,

Simon

@fireproof_simon

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‘Bel Can-do’

In November 2022 we introduced the Bel Canto. Instantly making haute horology accessible. This subtly chiming timepiece caused a cacophony. And enormous demand. (The first 600 sold out in 8 hours.) Asked could we produce 5,000 annually, our Swiss CEO Jorg Bader Snr replied: “No. But we’ll find a way.” Because that is our way. Today, our supply chain is as fit for purpose as the gear chain of the new Bel Canto Classic. Which features a dressed-up dial. A dialled-down handset. And a gorgeous guilloché finish, with a precision only achievable (and affordable) using a femto laser. Outward displays, we like to think, of inward grace.

(Bel Can-)Do your research

Christopher
Ward

christopherward.com

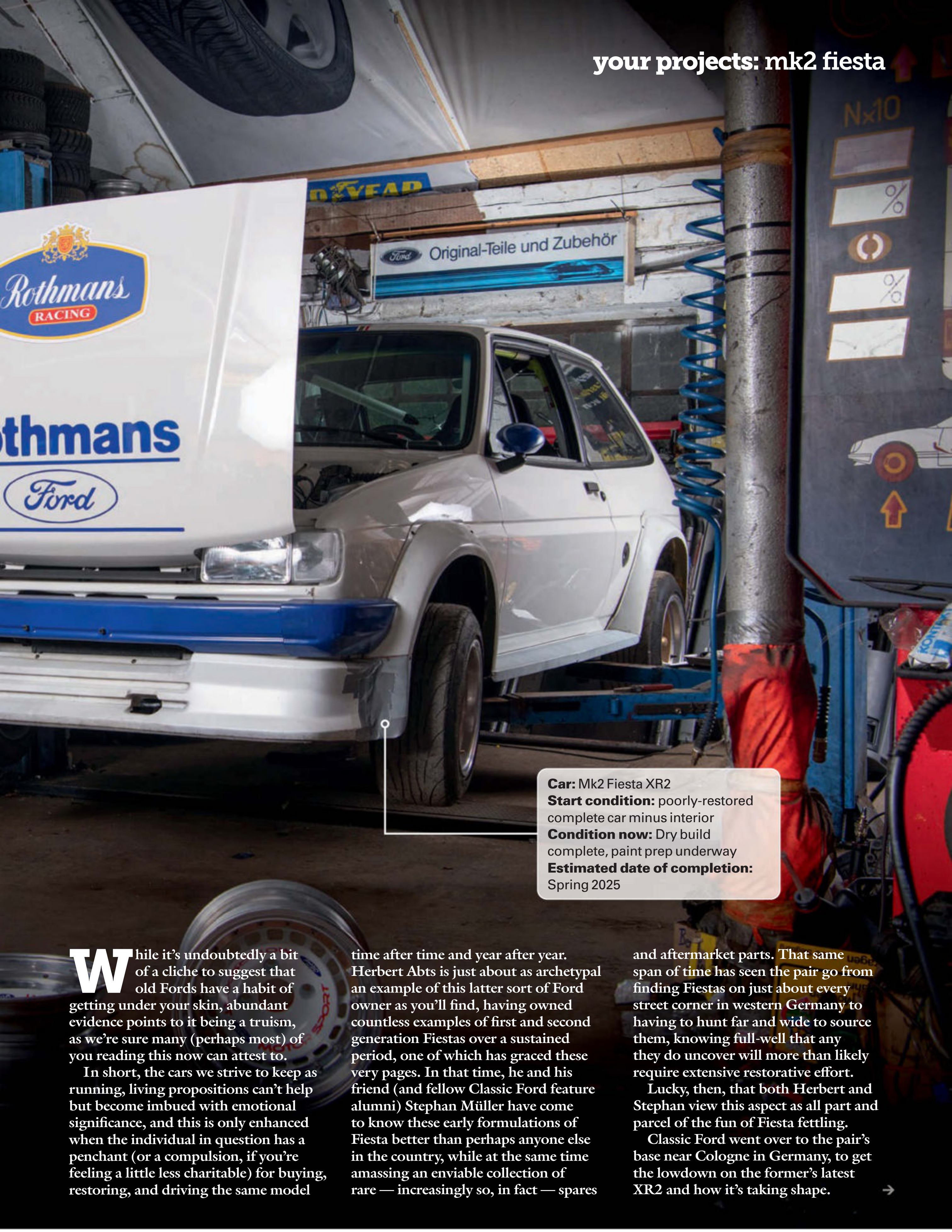
ClassicFord Grafters

Name: Herbert Abst
Age: 55
Job: Office worker
Location: North Rhine-Westphalia, Germany

PICKING UP THE TABS

Your projects: Herbert Abts just can't help saving — and modifying — early Fiestas, and his latest find is getting a healthy dose of inspiration courtesy of the Rothmans-era works Escorts.

Words Jamie Arkle **Photos** Adrian Brannan



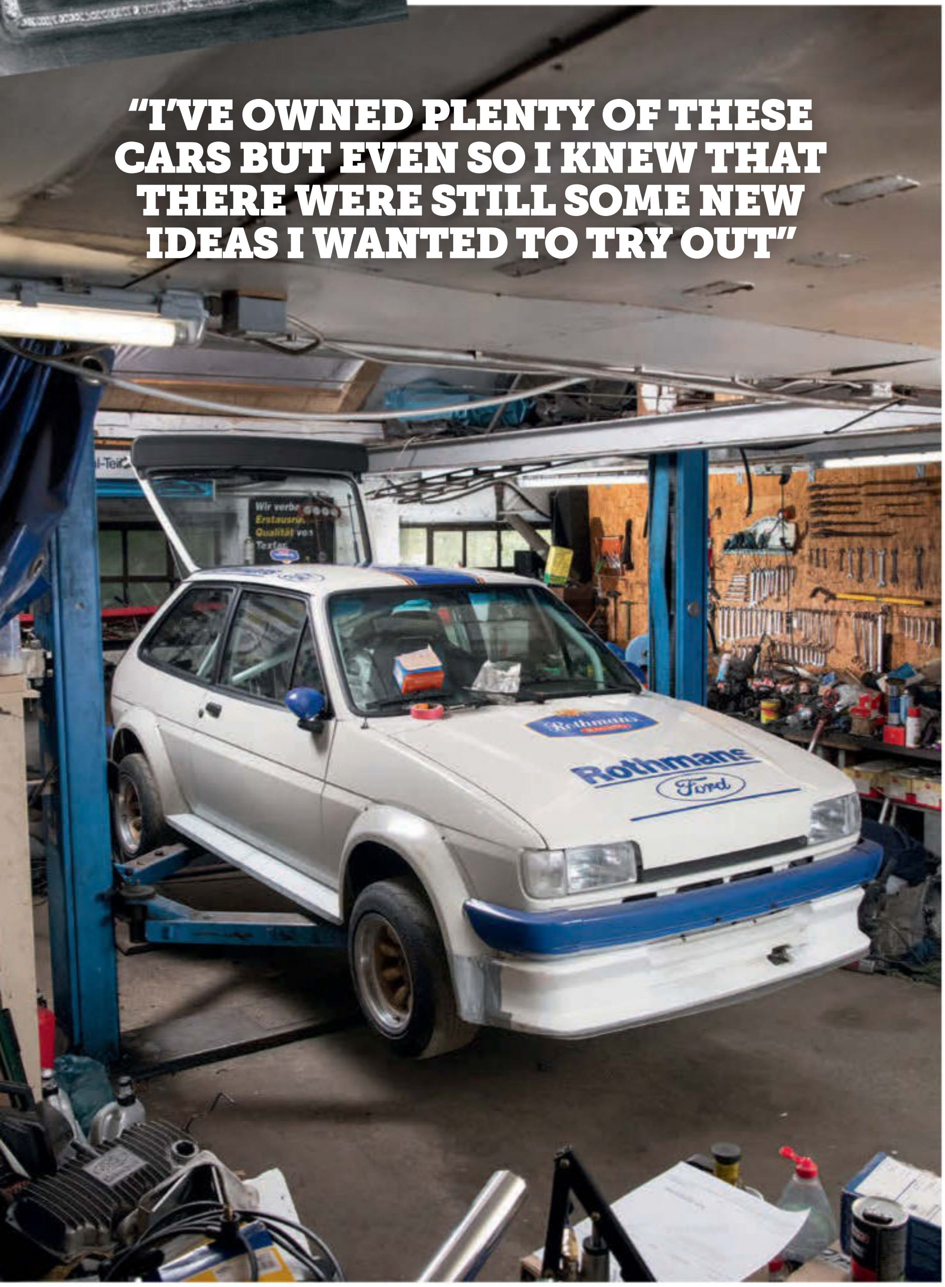
Car: Mk2 Fiesta XR2
Start condition: poorly-restored complete car minus interior
Condition now: Dry build complete, paint prep underway
Estimated date of completion: Spring 2025

While it's undoubtedly a bit of a cliche to suggest that old Fords have a habit of getting under your skin, abundant evidence points to it being a truism, as we're sure many (perhaps most) of you reading this now can attest to.

In short, the cars we strive to keep as running, living propositions can't help but become imbued with emotional significance, and this is only enhanced when the individual in question has a penchant (or a compulsion, if you're feeling a little less charitable) for buying, restoring, and driving the same model time after time and year after year. Herbert Abts is just about as archetypal an example of this latter sort of Ford owner as you'll find, having owned countless examples of first and second generation Fiestas over a sustained period, one of which has graced these very pages. In that time, he and his friend (and fellow Classic Ford feature alumni) Stephan Müller have come to know these early formulations of Fiesta better than perhaps anyone else in the country, while at the same time amassing an enviable collection of rare — increasingly so, in fact — spares and aftermarket parts. That same span of time has seen the pair go from finding Fiestas on just about every street corner in western Germany to having to hunt far and wide to source them, knowing full-well that any they do uncover will more than likely require extensive restorative effort.

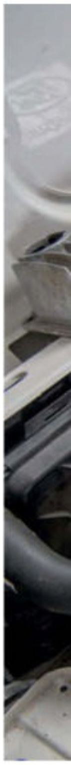
Lucky, then, that both Herbert and Stephan view this aspect as all part and parcel of the fun of Fiesta fettling.

Classic Ford went over to the pair's base near Cologne in Germany, to get the lowdown on the former's latest XR2 and how it's taking shape. →



“I’VE OWNED PLENTY OF THESE CARS BUT EVEN SO I KNEW THAT THERE WERE STILL SOME NEW IDEAS I WANTED TO TRY OUT”

Herbert and Stephan are known for their impressive collection of split-rims, and these Schmidts have been earmarked for the Mk2.



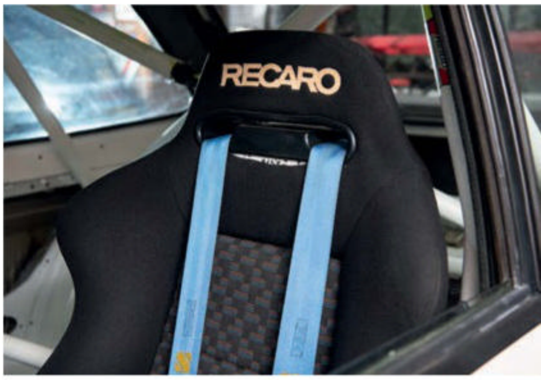
Why did you decide to tackle this build?
Well, Mk2 Fiestas have always had a massive soft spot in my heart, the XR2 especially, and while I have owned lots of these cars, I knew that there were still some new ideas I wanted to try out. And it’s an XR2 when all’s said and done; they’re such great little cars and make good projects.

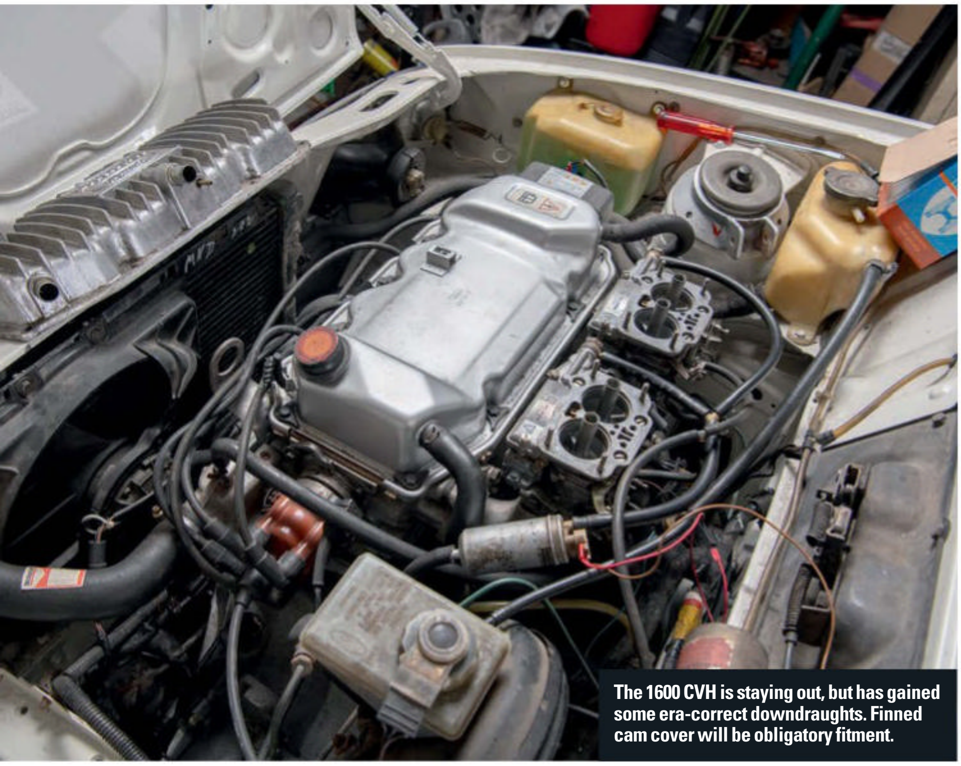
How tough was it finding the basis for this build?
I’ve owned this car for just over a year now, and you’re right, actually finding these cars is becoming increasingly difficult as the years go by. Those that you do turn up tend to require a lot of work if they are to ever see the road again. This car was slightly different, however; it had already been restored by a previous owner, just really, really badly, and the interior was completely gone!

Did you have an idea of what you wanted to do with the car?
No, not initially. Once I had the car back at our workshop and could finally begin assessing what I’d bought, that’s when I set to thinking about how I would actually build it. I soon realised that, while it was a fundamentally solid shell, it would never be a concours car, and so I decided instead to just build something fairly fast and very fun, with no thoughts of originality.

We’re guessing the bodykit is evidence of that decision?
Exactly. It’s a replica RS kit actually designed for a Mk1 Fiesta, which is why getting it to fit and sit correctly has probably been the most challenging aspect of the build to date. Obviously I had to start by cutting out the inner arches to create enough clearance, followed by a bit of custom metalwork to fill in any resulting gaps. I then had to fabricate some metal custom sideskirts from scratch to link the

Missing interior means Herbert is going for the track day look.





The 1600 CVH is staying out, but has gained some era-correct downdraughts. Finned cam cover will be obligatory fitment.

RS kit is designed for a Mk1 so Herbert has had to do some trimming, including work to the rear arches (above middle).

kit together visually, and while I'm pleased with the result, it did take a lot of effort to get to this stage.

Most of your previous projects have made use of their standard-fit engines. Will this car be any different?
My plan is to retain the original XR2 1600 engine, but rebuild it and add tuning parts where I can.

Currently the CVH has a pair of DCNF Weber carbs and a Kent Cams camshaft with solid lifters, and, on the exhaust side of things, a four-branch manifold leading to an old Fiesta Cup exhaust system. Simple, proven, old-school power tuning, basically.

Presumably your alterations to the transmission are similar in nature?
I will run a rebuilt and reconditioned gearbox and limited-slip differential from a Series 2 RS Turbo, so yes, pretty much.

Which wheels will you eventually use to fill those widened arches?
I've got a big selection to choose from! I'm erring towards the staggered three-piece Schmidt TH lines you see over there, covering rebuilt XR2 brakes. I'm running Koni dampers and KW springs.

Yourself and Stephan have previous when it comes to interesting liveries; will this build be true to form?
Absolutely. The plan is for this one to have a full Rothmans livery once finished, so a similar era and a nod to the David Sutton Mk2 Escorts.

When do you want the project to be completed?
Really, one of the last things to do is have the car repainted, chiefly to get the RS kit to match the rest of the car. I'm waiting on my paint guy's availability at this point in time, but hopefully he should be able to squeeze it in at the start of next year. After that, I'll drive it whenever I can, as a fun car for side roads and the odd track day. CF

Caught up in the Hoonigan collapse, wheel brand TSW's classic designs have graced many a fast Ford.

WHEEL BRANDS CAUGHT IN HOONIGAN COLLAPSE

Fans of retro aftermarket wheels will be saddened to learn that, hot on the heels of BBS's insolvency (see the November 2024 issue), wheel brands TSW, Rotiform and American Racing are caught up in the bankruptcy of US company Hoonigan, which entered Chapter 11 bankruptcy protection under the pressure of a $1.8bn debt in mid September.

Established as a lifestyle brand by famed stunt driver, the late Ken Block, Hoonigan was merged into aftermarket wheel distributor Wheel Pros in 2021, the organisation taking on the Hoonigan name in 2023. The company's portfolio included many aftermarket wheel brands, but the two with which most of us in the UK will be familiar are TSW and Rotiform.

TSW began life as Tiger Sports Wheels in South Africa before expanding internationally and the European aftermarket wheel business subsequently being acquired by tyre maker Yokohama, which sold it to the US company in 2011. Rotiform, meanwhile, is a younger brand, established in California back in 2009 and rapidly becoming a popular fitment on German performance cars.

The company's official line is that the move is a 'strategic transaction' and it's hopeful of a long-term future, so there's a chance that the two much-loved wheel brands will continue.

NEW DVLA TAX SERVICE

DVLA has announced a new service update that allows motorists to tax their vehicle even if they have lost their V5C (log book) and their vehicle tax reminder letter (V11).

Previously, customers who had lost these documents would have had to wait up to five days for a replacement V5C to arrive, or phone DVLA's Contact Centre to tax their vehicle. This latest update will allow customers to apply online for a new V5C and tax their vehicle at the same time.

This is the first time that DVLA has linked their online registration service with their online licensing service, allowing the customer to self-serve through the two digital channels in one seamless customer journey. Julie Lennard, DVLA Chief Executive, said: "We are always looking for ways to improve our digital services to provide more convenience for motorists. This latest enhancement will enable customers who have misplaced or lost their V5C to get a replacement and tax their vehicle quickly and easily."

The updated online service is available at **gov.uk/vehicle-log-book**.

THE BIG PICTURE

FORD RETURNS TO THE DTM

Ford will be represented in the Deutsche Tourenwagen Masters — the German Touring Car championship — in 2025, marking the Blue Oval's return to the series for the first time in over 30 years. Ford has linked up with the HRT team to run a pair of Mustang GT3s and as well as the DTM attack, HRT will run the cars in other top-level European events including the Nürburgring 24 Hours race.

RUSTY CORNER

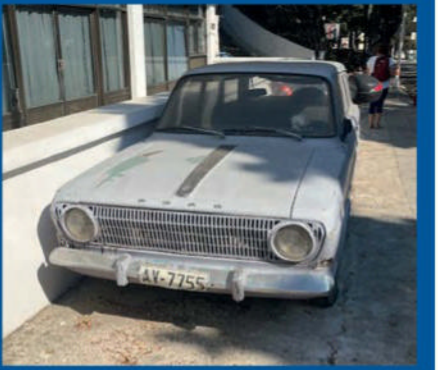
Terminally-rotten old Fords

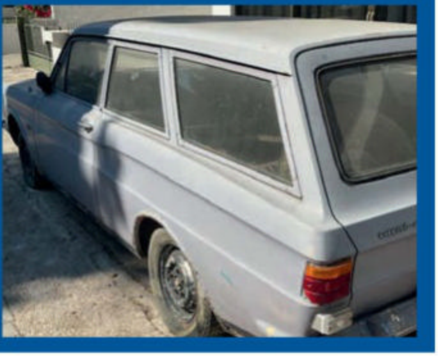
The Greek islands have much to offer — sun, sea, stunning scenery and an even more stunning selection of usually rot-free classic Fords.

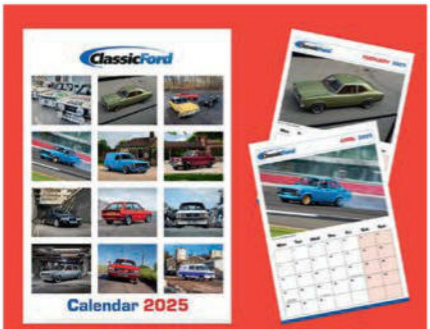
The latest Mediterranean discovery comes courtesy of Dougie Forbes, who clocked this now-rare Taunus 12M Turnier while on Rhodes recently.

"It's a bit sun-bleached and battered, but overall it was in good shape and definitely very restorable," reckons Dougie.

Spotted an unloved Ford on your travels? Email photos and details to classicford.ed@kelsey.co.uk.







IT'S A DATE

Grab your 2025 Classic Ford calendar

Out just in time for Christmas, a special-edition 2025 Classic Ford calendar is now available. Featuring your favourite iconic Fords, including the Escort, Cortina, Fiesta and Capri, it highlights some of the finest work by our amazing photographers, it's big — A3 once opened out — includes space to add daily notes and is just £9.99 including UK postage.

Order yours now by calling us on 01959 543747 or via **https://shop.kelsey.co.uk/classic-ford-magazine**

WHERE TO GO IN JANUARY

Sunday Scramble

Where: January 5
Where: Bicester Heritage, UK

What's going on: The hugely-popular Sunday Scramble returns to Bicester Heritage for the first of its 2025 meets. Over 6000 enthusiasts passed through the gates at the last meet, so expect this one to be just as well attended, with a vast spread of vintage and modern classic cars nestled amongst the historic buildings and workshops of the former RAF airfield. Having been off limits for the best part of 100 hundred years, historic vehicle owners and enthusiasts can now drive through the gates to this once hidden location and spend a Sunday morning exploring the Technical Site, and bring their own vehicles to add to the diverse machinery that makes this event special.

Find out more: https://bicesterheritage.co.uk

WHERE TO GO IN FEBRUARY

Race Retro

Where: February 21-23
Where: Stoneleigh Park, UK

What's going on: Following 2024's cancellation due to flooding, Reis Race Retro will return to Warwickshire's Stoneleigh Park from February 21-23, 2025, with not only its 20th event but also its biggest show since the pandemic. Just about every type of motor racing is set to be represented, with display cars spanning rallying, hillclimb, touring cars, single-seaters, GT racing and more. The show will also see the return of a dedicated and enlarged indoor autojumble as well as hosting Iconic Auctioneers' two-day classic and competition car sale. Outside, the Live Rally Stage will have more cars than ever before, with an expanded vehicle service area, as well as the popular passenger rides. In addition, there will also be book signings, licence medical testing, rally driver and navigator training and the HERO-ERA Retro Tour, as well as specialist providers of parts and services, tools, performance tuning and memorabilia. What's more, Classic Ford's sister title Motorsport News has been confirmed as a partner for the 2025 show; the bi-weekly motorsport bible will be there to celebrate its 70th anniversary, as well as 75 years of Formula One. Show Director Lee Masters said, 'We couldn't be more excited to bring all our amazing plans to fruition in 2025 after the weather upheaval in 2024. Reintroducing Hall 3, we'll host our biggest ever Pride Of The Paddock competition. It will also be where you can find our fantastic special guests interviewed and signing autographs.'

Valvoline
ICS plc
Valvoline
Ford
ORT
ring

Find out more: www.raceretro.com.

COMING UP

Inside your February issue

ON SALE
December
20!

It seems hard to believe, but we're about to publish our 350th issue. Yes, the February 2025 edition is marking a major milestone and we'll be celebrating by revealing the classic Fords that have become bona fide game-changers in the 28 years that the magazine has been running. From former feature cars, TV stars and motorsport royalty, it's an incredible line-up.

The February 2025 lands on the newsagents' shelves and is available to download from Friday, December 20. Why not subscribe to make sure you don't miss it? Turn to page 20 for our latest subscription offers or call us on 01959 543747.

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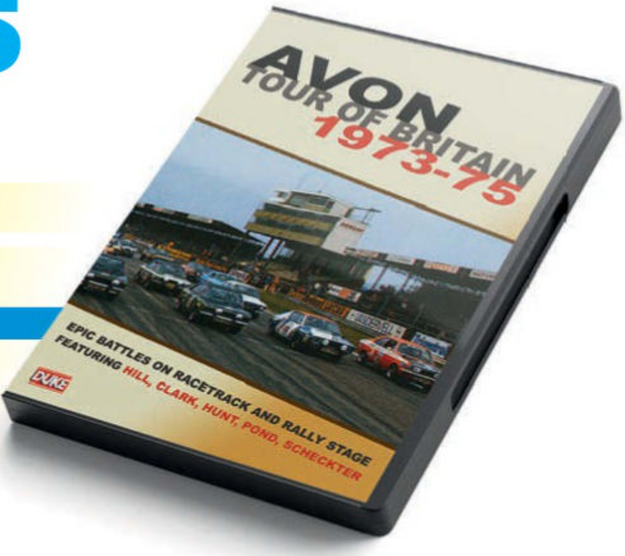
THE LATEST, GREATEST BITS FOR YOUR CLASSIC FORD

PRODUCT OF THE MONTH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DUKE

TOUR OF BRITAIN DVD

£14.99 Duke Video

Enjoyed our look back at the now-legendary 1974 Avon Tour of Britain on page 92? Then grab a copy of Duke's DVD which contains three films of the 1973, 1974, and 1975 events and is essential viewing for classic Ford fanatics — and includes the infamous Roger Clark/Gerry Marshall battle in identical Mk1 RS2000s.

Contact: 01624 640000, www.dukevideo.com

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£25 Frost

Eastwood's silver exhaust paint is ideal for any part of the exhaust, from the manifold back. Each can cover up to 6 square feet, and will withstand temperatures of up to 150 degrees C — which should be a lot more than it ever reaches on most classic Fords.

Contact: 01925 648555, www.frost.co.uk

ZETEC FAST ROAD CAM KIT

£894.95 Kent Cams

If you fancy making your Zetec-powered classic Ford go faster, Kent Cams has got the answer. Its Fast Road cams for 1.8 and 2-litre Silver Top Zetecs running hydraulic lifters are a great start for anyone running a standard lump, offering improved performance between 1500-2500 rpm without the necessary head work required for its more extreme cams. The kit includes the camshafts, followers and cam lube, while heavy duty valve springs (£204.95 set) and adjustable cam pulleys (£261.95 pair) are available separately.

Contact: 01303 248666, www.kentcams.com

CORGI RS2000

£37.99 Corgi

Available to pre-order now, this Mk2 RS2000 model immortalises the example originally used as a show car for former Top Gear and The Grand Tour star, Richard Hammond's then-fledgling classic car restoration business, The Smallest Cog. Resplendent in Midnight Blue, the 1:43-scale miniature is neatly detailed and can be ordered as item code VA14909.

Contact: uk.corgi.co.uk

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Contact: 020 8518 9127, www.burtonpower.com

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Contact: 01227 792792, www.rallydesign.co.uk

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Contact: 01932 787100, www.webcon.co.uk

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£594 Rally Design

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CAR OF THE YEAR REVEALED! See page 23

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AWARDS

The best of 2024

Where has 2024 gone already? It only seems like last week that we were pulling open the curtains on January 1 and looking forward to another fine year of great builds, packed shows, interesting new gear and catching up with the people behind all of this and much more. As this magazine enters its 28th year, and the classic Ford scene as a whole adds another cross to its already impressive, decades-long calendar, there's much to be proud of and much to celebrate. The global old Ford scene is unique — no other classic marque can claim to have such a varied culture (the history, cars and people) that surrounds it, and over the following seven pages we're highlighting some of the standout aspects of the scene from the last 12 months. We hope you enjoy, and here's to 2025.

PRODUCT OF THE YEAR
GROUP 5 WHEEL

Resurrecting a somewhat obscure, 60-year-old magnesium wheel design and bringing it to mass production is a commercial risk to say the least, but when Retro Ford revealed last year that they were making the hugely-distinctive, web-spoked wheel design worn by the Group 5 Lotus Cortinas race cars in the mid 1960s available in alloy for road use, the response was massively positive. Thankfully, the finished product has been a big hit for Retro Ford and it's not just being embraced by motorsport aficionados or Lotus Cortina owners - Dan Thorne chose to run a set on his lairy pink Mk2 Fiesta (above) when he unveiled it at the Classic Ford Show back in May, and they were the perfect choice.

BEST BODY AND PAINT
BRIAN DAVIS' COLOGNE CAPRI

FEATURED: DECEMBER 2023

A Cologne-arched, ETCC Capri race car is the dream for many of us, but Brian Davis made it the road-going reality when his longterm project broke cover at the Classic Ford Show. There are many, many aspects of this build to love, but it's the outstanding bodywork that really draws you in. Bought as a project with the Cologne kit already fitted, blasting revealed a seriously rotten shell, so Brian had no option but to start again, entrusting the metalwork restoration and paintwork to Bushells Vehicle Restoration And Repairs. New floorpans, boot floor and extensive fabrication were carried out to exacting standards, before the livery in the style of the old Group 2 Grab Capri race cars was lovingly applied to the perfectly-prepped shell. From the deep, glossy shine to the sharp pinstriping, the attention to detail is astounding, and it's not wrong to call this one of the best-looking Mk1 Capris we've seen.

EVENT OF THE YEAR
FESTIVAL OF THE UNEXCEPTIONAL

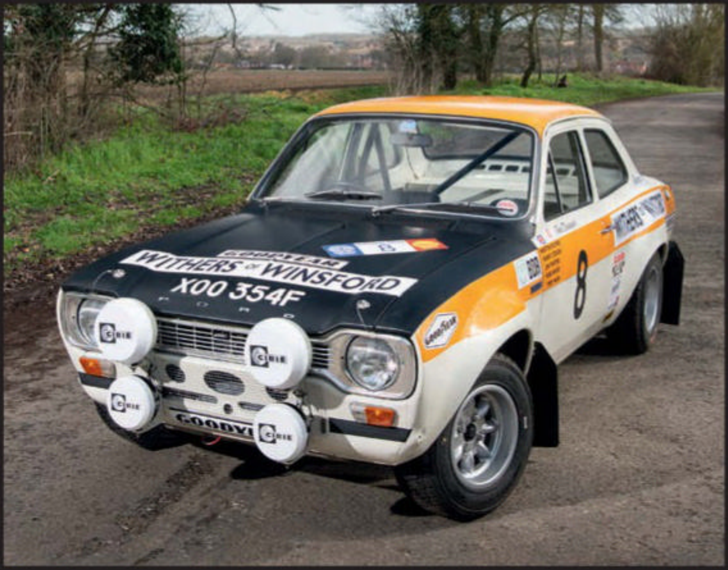
FEATURED: NOVEMBER 2024

It would be unfair to say that the Festival Of The Unexceptional (FOTU) has a cult following – it's too big for that – but the show, organised by Hagerty, which celebrated its tenth anniversary in 2024, definitely has that off-centre feel thanks to its USP of showcasing the somewhat less glamorous cars in the UK classic scene. So at FOTU you won't necessarily find a Series 2 Escort RS Turbo on display, but you will see an Escort Bonus or even Eclipse, and that's what makes the event so unique — and so popular. Regularly changing the show's venue helps to keep the event fresh, with this year's at Grimsthorpe Castle in Lincolnshire the biggest and best yet according to Ade, who was there with his pre-facelift Mk2 Granada. Ordinary never felt so special.

CLUB OF THE YEAR
CORSAIR OWNERS' CLUB

FEATURED: MAY 2024

For such a relatively small group, the long-running Ford Corsair Owners' Club really punches above its weight, with a super-dedicated and enthusiastic membership that are more than happy to turn out and promote Ford's often-unsung, sleek 1960s saloon (and estate and convertible...). Nowhere is this more apparent than the shows the club attends en masse, with the Classic Car & Restoration Show at the NEC, which encourages clubs to work on the display cars and projects during the event. Every year the Corsair club seemingly tries to outdo itself, with more and more projects being worked on at the event — this year they turned up with four cars, two as bare painted shells, which they planned to have back in one piece by the end of the three-day show. The club's can-do, enthusiastic attitude means it's a great ambassador for the classic Ford scene as a whole.

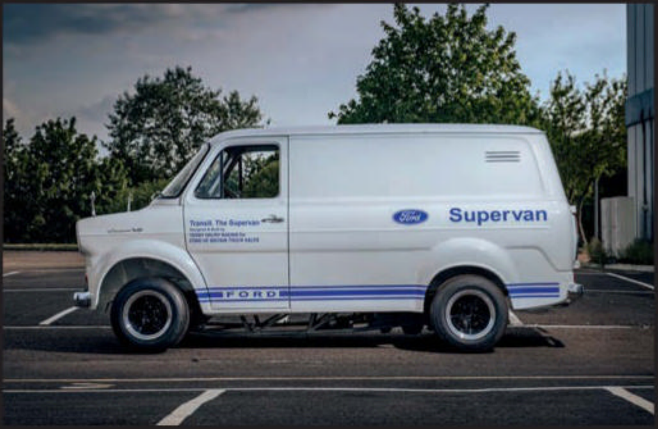


MOTORSPORT CAR OF THE YEAR

WITHERS OF WINSFORD ESCORT RS1600

FEATURED: FEBRUARY 2024

If, like us, you regularly watched old rallying films from Duke Video back in the day, then you'll probably be familiar with the Withers Of Winsford-sponsored XOO 854F, which starred in the A Dash Of The Irish film with British Rally Championship winner, Chris Sclater at the wheel as he tackled the 1971 Circuit Of Ireland rally. Then running in RS1600 guise, the car actually started out as a Twin Cam used by Boreham for development, and owner, Chris Withers had the enjoyable task of unearthing the car's history as he oversaw its longterm restoration at the hands of works Escort aficionados, which was completed in late 2023. Now back in Withers Of Winsford livery, despite the thorough restoration, its managed to retain a time capsule appearance. Timeless.

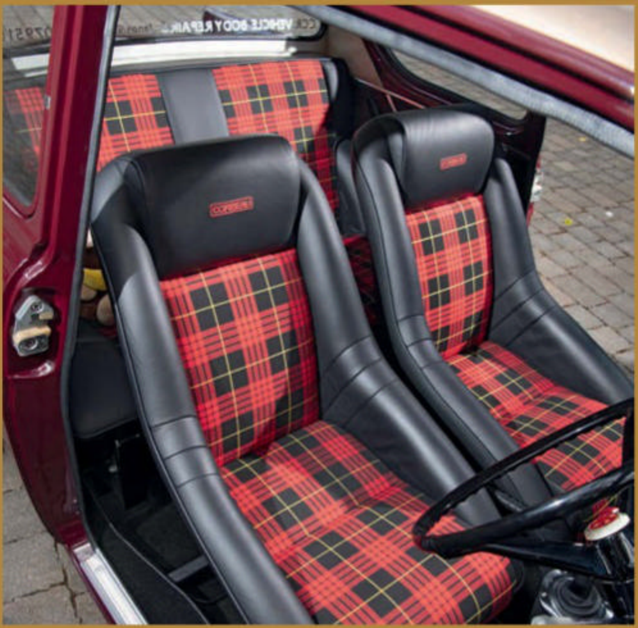


MOST ANTICIPATED FORD OF 2025

SUPERVAN

GRAFTERS FEATURE: SEPTEMBER 2021

The whereabouts of the original, much-loved Supervan was a mystery for many years but in reality, the van was in the more than capable hands of longtime owner, Andy Browne, who incredibly had worked on the van as an apprentice when it was first built. When, a few years back, Andy decided the time was right to restore the iconic, DFV-powered Mk1, he brought in classic Ford restoration experts Colin Ginn and Rob Croome to help him achieve this, and now, fingers' crossed, the finish line is in sight. Though the 'finished' van was debuted by Ford at its Transit Day back in September, there's still a long way to go but Andy is adamant it will be ready for 2025 and the Transit's 60th anniversary —and hopefully returning to the race track for some demo laps once more. We really can't wait.



BEST INTERIOR

CIRAN CARTON'S ANGLIA 105E

FEATURED: SEPTEMBER 2024

Despite the Team Broadspeed style livery and George Polley-inspired trailer arches on the outside, this Anglia's cool über-cool, fully-trimmed interior features a mix of retro themes that reveal the attention to details Ciran has lavished on this incredible 105E. The seats are original Corbeau GT4s from the 1970s only beautifully retrimmed in genuine Scottish Tartan by CUB Interiors, with genuine Porsche leather to go with it too. The stunning seats are matched with new headlining, door cards and carpet while the sun visors were retrimmed to suit and — even better — the original bus-like steering wheel was retained. Proof that you can mix style, disciplines and even decades and still create a cohesive, modified classic Ford.

RESTORATION OF THE YEAR

ALLEN PATCH'S COUGAR 2

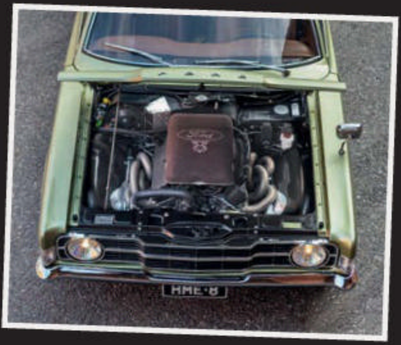
FEATURED: AUGUST 2024

It takes a brave owner to decide to restore a 2000s-era classic Ford, and an even braver restorer to agree to take the job on, but when Allen discovered his Cougar 2 V6 was as rotten as a pear underneath, he felt he had to save it rather than send it to be cubed, and was able to persuade Capri restoration expert, Steve Mangham of SM Classic Car Restorations to take the job on. With next to no body panels or repair sections available for these cars — yet — Steve had no choice but to fabricate and expertly weld fresh sections in, recreating factory welds and finish where possible. It was a never-ending task, but the end result is a credit to Steve and Allen's commitment, and it's not over yet – Allen has continued to refine the OEM level of finish, creating what could be the best restored Cougar in the UK, and shining a light on these often-ignored modern classics.

BEST ENGINE BAY

ANTTI TIITINEN'S MK3 CORTINA

FEATURED: APRIL 2024



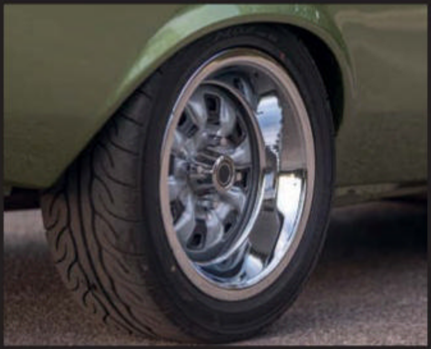
There's lots to like about flying Finn, Antti's Mk3 Cortina two-door — it really is a stunner on the outside — but those muscle car looks need to be backed up under the bonnet, and fortunately, Antti has obliged with a small-black Ford V8. This isn't just any Ford V8 though, it's based around a Dart block, and everything internally is pretty much bespoke or modified to suit the 500 bhp build. Every ingredient has been carefully considered, and it's a pretty engine, too — you've no doubt noticed the impressive intake set-up. That's a quadruple IDA intake with 50 mm ATPower billet shaftless throttle bodies, and of course the ITG filter that shrouds them was also custom-made. Despite this though, pop the bonnet and it all looks like it should be there — in fact, the quality and level of finish is so good that you'd be forgiven for thinking it was the work of a high end restomod outfit — not Antti beavering away in his shed. Hats off.

MEET OF THE YEAR

FIESTA OF FORDS

FEATURED: SEPTEMBER 2024

The Great British Car Journey (GBCJ) has made a big impact since it opened its doors in 2021, with a different, more interactive take on the traditional automotive museum to attract a wider audience. But they haven't ignored traditional car enthusiasts, allowing meets to be hosted at the large Derbyshire-based site, and in 2022 hosted their first Fiesta Of Fords event. Two years on, and this year's event was the biggest yet, with a huge number of blue ovals filling the museum space's generous car parks. With the GBCJ's own selection of Fords joining in, and the museum's founder, Richard Usher, selecting the Car Of The Show, it's a superb, inclusive meet that can only get bigger and better.

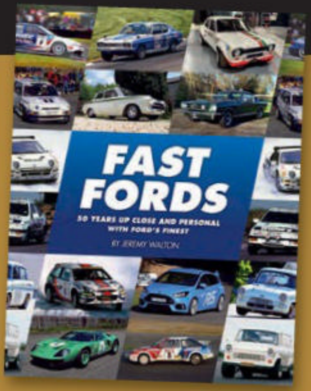


BEST WHEELS

HENRI AALTONEN'S ESCORT SPORT

FEATURED: MAY 2024

If you were to accuse Henri of overthinking his longterm Escort project, he'd take it as a compliment, such is the level of detail put into every aspect of this unique build, least of all the wheels. Needing 15 inch diameter rims to clear the 285 mm front discs (the Mk1 runs a supercharged Cosworth YB), Henri was adamant the exterior should still look fairly standard so after much research, elected to use the Sport steels' centres mated to the outer rims of Mk1 Focus space savers, then finished off with trim rings from a Corvette C3. Genius, and one of the main talking points of the car.



BOOK OF THE YEAR

FAST FORDS BY JEREMY WALTON

Well-researched books on the history of classic Fords are great, but when they're written by an author that was right there in the thick of it, it can take it to a whole new level. Jeremy Walton was a racer turned motoring journalist who started out in the 1960s and was involved right through to the 1990s, and with close links to Ford, his memoir-style account of the Blue Oval's glory days is a real treat with some great anecdotes as well as a impressive selection of images from Walton's own archives.

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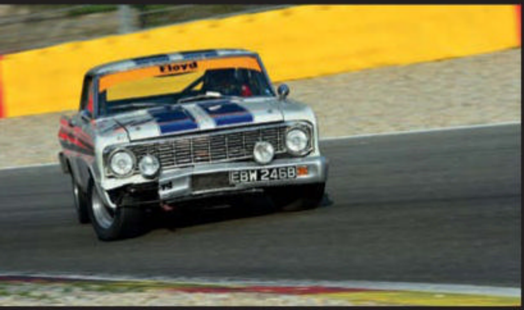
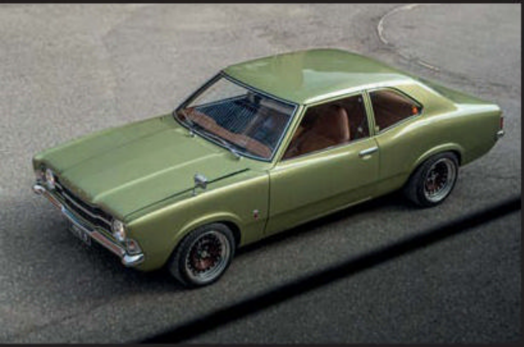
CLASSIC FORD
PHOTOS OF THE YEAR

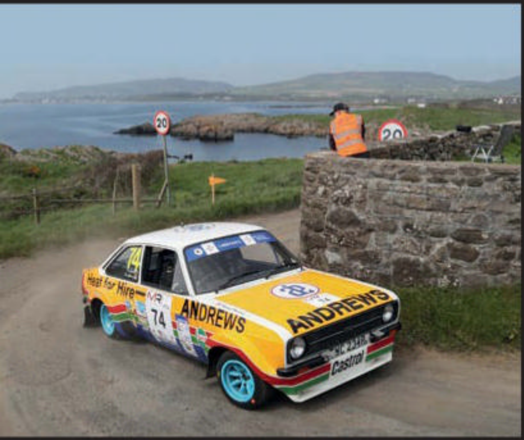
Our pick of the best feature images from the last 12 months



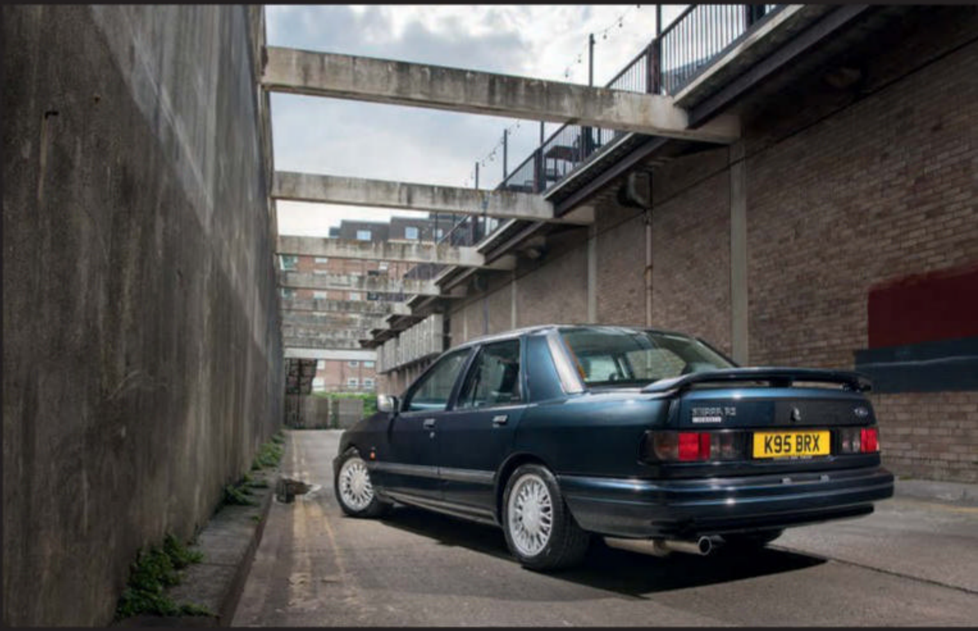
Spa Six Hours
Photo: Jeannot Boesen
Featured: February 2024



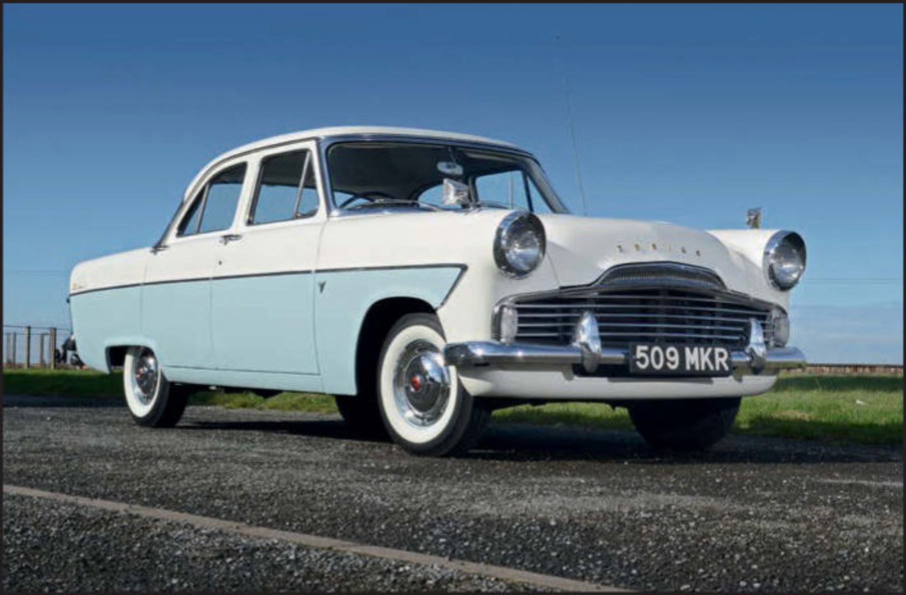
Antti Tiitinen's Mk3 Cortina
Photo: Bryn Musselwhite
Featured; April 2024



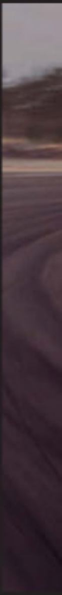
Manx Rally
Photo: Ben Lawrence
Featured: August 2024



Spender Sapphire Cosworth
Photo: Adrian Brannan
Featured: July 2024

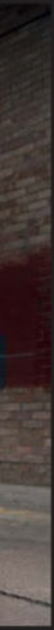


Mk2 Zodiac
Photo: Jon Cass
Featured: May 2024



eBay Transit project
Photo: Dan Sherwood
Featured: July 2024

Josh Payton, Ford Fair 2024
Photo: Dan Sherwood
Featured: October 2024



Richard Green's Mk2 Cortina
Photo: Andrew Saunders
Featured: February 2024

Gary Phillips' Fiesta project
Photo: Adrian Brannan
Featured: May 2024

GORDON SPICE RACING
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ex-Gordon Spice Capri
Photo: Richard Opie
Featured: Spring 2024

CLASSIC FORD OF THE YEAR
THE NOMINEES

The standout Fords from an already incredible roster of feature cars

Mk3 Cortina
Owner: Antti Tiitinen
Featured: April 2024

Mk1 Escort
Owner: Nigel Baker
Featured: December 2023

Mk1 Fiesta
Owner: Luke Sumner
Featured: February 2024

Mk1 Cortina
Owner: Perry Rolls
Featured: March 2024

Sierra Sapphire
Owner: Dan Lillywhite
Featured: July 2024

Mk1 Capri
Owner: Brain Davis
Featured: December 2023

Anglia 105E
Owner: Ciran Carton
Featured: September 2024

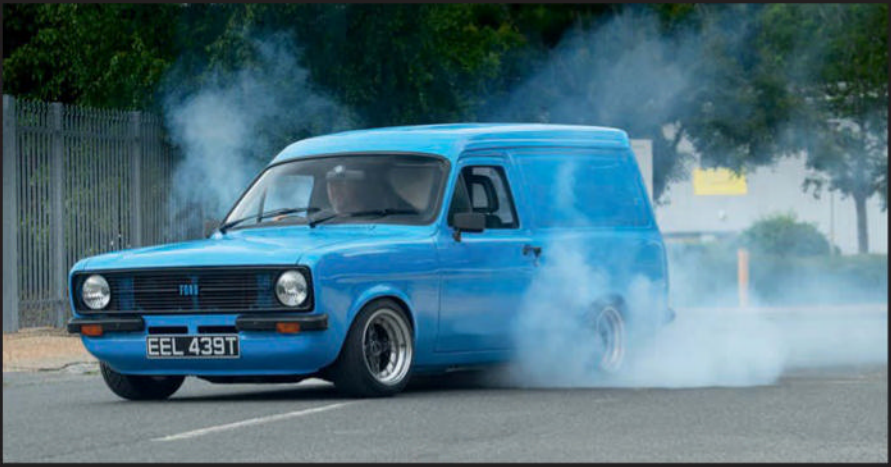
Mk1 Escort
Owner: Henri Aaltonen
Featured: May 2024

Mk1 Fiesta
Owner: Kevin Sammut
Featured: December 2023

Mk3 Capri
Owner: Kevin Pegg
Featured: September 2024

Mk2 Escort Van
Owner: Wayne Powell
Featured: October 2024

Mk1 Fiesta
Owner: Marc Cushing
Featured: December 2023



And the winner is...

WAYNE POWELL'S
MK2 ESCORT VAN

Well this is a first... the polls have closed and the results of vote are in - for the first time ever we're pleased to announce the a Mk2 Escort van has won Classic Ford Of The Year!

Whether it's a Mk1 or even Mk6, it's not easy building a show-stopping Escort van. Survivors are rare - almost all bar none have had a hard working life, with, at worst, the shell rotting out to oblivion, and at best the rear bed is full of concrete... That didn't deter Wayne Powell though, who set out to create a no-holds-barred road weapon with a show-winning level of finish.

Bought already done — or so Wayne thought - the Mk2 needed completely going through, with the shell completely stripped down for some remedial repairs before a friend repainted the whole shell in incredible Ford Nitrous Blue.

For the running gear, Wayne didn't compromise — a built ST170 good for 250 bhp powers the Mk2, backed up by a Type-9 five-speed with Quaife ratios, while the strengthened English axle runs a Gripper diff. A combination of Hi-Spec and Cosworth brakes hide behind those 8 inch wide split-rims while on the inside, Wayne has gone for the Mk2 RS2000 look, with retrimmed fishnet Recaros in black, RS clocks and the remainder of the trim refinished to suit.

The result is a super-clean van which would easily pick up a trophy or two at a show yet that's great fun to drive and does exactly what Wayne wants from it, which largely involves being a hooligan.

Congratulations to Wayne, and thank you to everyone who voted. Here's to another year of fine feature Fords!

PREVIOUS WINNERS

2010
Johnny Weir
Mk1 Fiesta

2011
Tony Amdur
Lotus Anglia

2012
Aaron French
Pop 100E

2013
André Grech
Anglia Estate

2014
Tom Cropp
Anglia 105E

2015
Patsy McNally
1700 Mk1 Escort

2016
Danny Vincent
ST170 Pop 100E

2017
Jayne Gilmour
Mk3 Cortina

2018
Mickey Stewart
Escort RS2000

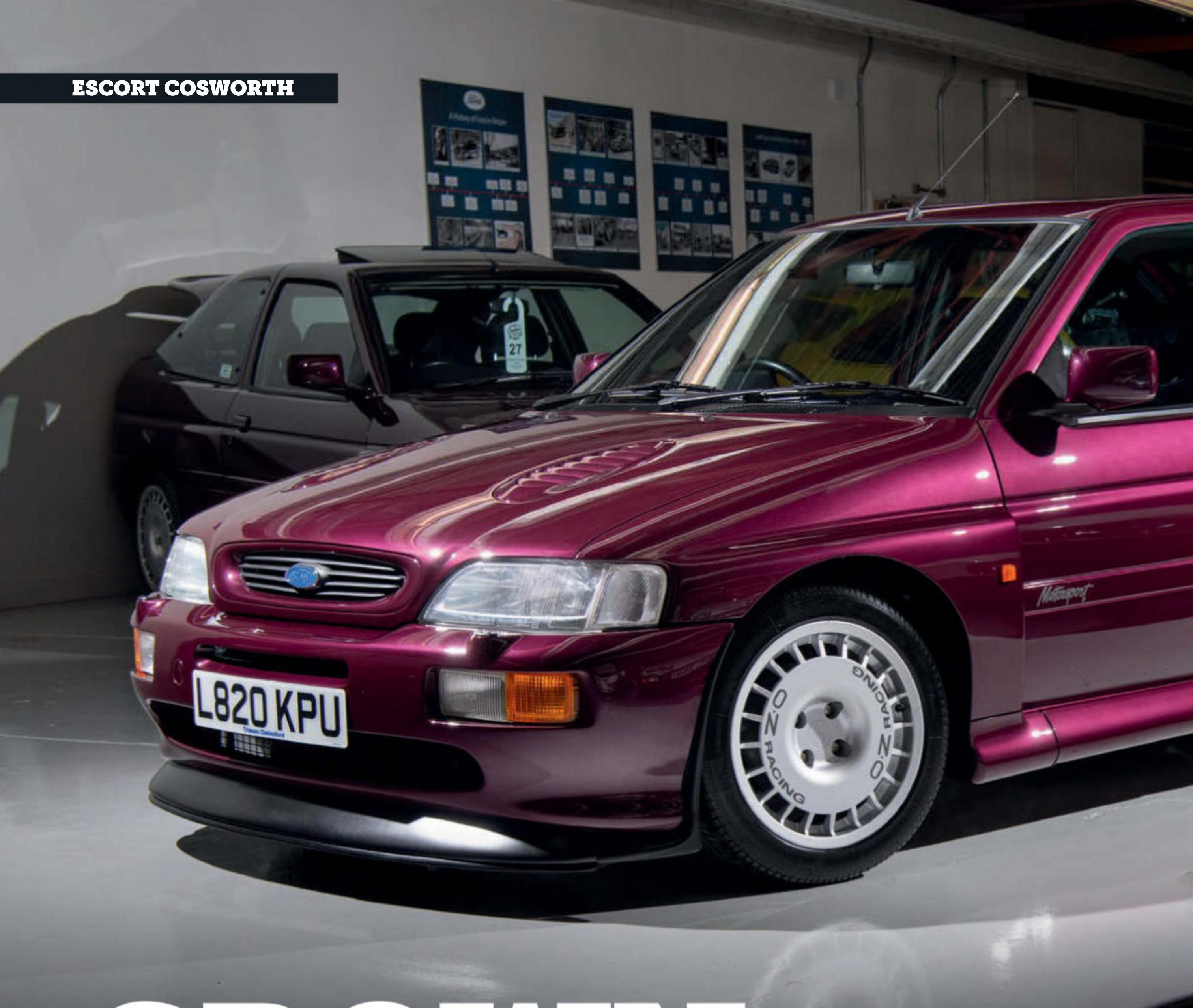
2019
Connor McNally
Anglia 105E

2020
Allan Brown
Capri 280TT

2021
Richard Barker,
Graham Ellis
Mk5 Cortina
Crusader

2022
Tristram Deas
Mk1 Cortina

2023
Rav Dhuna
Mk1 Capri



CROWN JEWEL

Words Jamie Arkle **Photos** Adrian Brannan

Steven Gibson has spent the best part of a decade bringing L820 KPU, the prototype for the Escort Monte programme, back to its original, Jewel Violet best.

Few performance Fords have endured as tumultuous an existence as the ultimate special edition Cosworth, the Escort Monte. Built to commemorate Francois Delecour's victory on the 1994 Monte Carlo Rally, the Monte was initially viewed as something of a curio, and, while it's true that Ford never struggled to find homes for the 73 examples earmarked for the British market, it's probably fair to say that it's only in recent years that the innate value of this, most special of Escort special editions has come to be properly appreciated. One man who has never failed to grasp the worthiness of the Monte is Steven 'Gibby' Gibson of Gibby's Spraying Services in Harthill, Scotland. A serial Ford restorer of some renown, Gibby's

crowning achievement is unquestionably the immaculate Escort Cosworth Monte you see before you, resplendent in Jewel Violet and now in far, far better condition than the day it rolled off the assembly line 31 years ago.

However, what sets L820 KPU apart from other Escort Cosworths isn't its condition, rather it's its history. You see this is one of three Escort Monte prototypes (another, incidentally, is L130 NWC, the Jewel Violet car owned by Ford and in the background of these pictures), a car assembled in the September of 1993 while the whole Monte programme was still in a state of flux. As we'll soon see, the Monte Carlo was initially intended to be called the Commemorative Edition, and it was only after Delecour's famous triumph in January 1994 that the idea of marking a specific victory came to be.

Playing chicken

We'll get to the origins of the Monte/Commemorative special edition in a moment, but first we should address how this car came to be in Gibby's possession.

"I've known of this car for a long time indeed," explains Gibby when asked about the origins of his association with the Monte. "A friend chanced upon it in a chicken shed back in 2007, and it was looking the worse for wear — some of the hens had even pecked at the spoiler!"

Suffice it to say the then keeper had no idea what he had, and neither did either of the people who owned it subsequently, but Gibby did — or at least he had an inkling — and as such he took the plunge in 2015, fairly confident of what he might be acquiring but by no means certain.

"Most folk assumed this car was a ringer, a confusion not helped by all Jewel Violet Montes being registered as Blue on their original IDs.

"These were then changed at a later date, either to Purple Violet or, in some cases, Purple or even Mauve. It really does seem to have been down to the judgement of whoever was tasked with registering them at the time. Either way, they all flash up as having had a colour change whenever they are HPI checked, which scares some people off."

Back then it was just another Cosworth with a cool colour, and certainly not the sort of halo car most consider the Monte to be nowadays. Visually, it was also a long way from how it now presents, with the aero-pack present, a pair of Morette headlights, and a standard Cosworth bonnet, as well as an aftermarket exhaust system.

Despite being fairly sure he had something of a unicorn in his possession, the hurly-burly of everyday life, not to mention the growing stature of the business that bears his name, Gibby sat upon the Cosworth until 2019. Only then did he find the time to commence the rebuild in earnest, starting by stripping it down to its component parts and ridding the shell of what little rust had found its way into the mix.

"Overall it was in fairly good order, and while we needed to repair the sills and some crushed jacking points, we were able to reuse every original panel on the car. It had also been repainted — poorly — at ➔

some point in its life, and so of course I gave it a fresh coat of Jewel Violet."

Being a long-time amasser of Cosworth parts of all shapes and sizes, Gibby was able to furnish his newest purchase without too much issue. A brand-new centre console and a set of NOS lenses for the front were soon unearthed and fitted, while the YB and back end were both carefully stripped and rebuilt with renewed internals.

Standard procedure

Gibby admits the trickiest aspect of the rebuild, which was in effect an exercise in un-modifying, was the exhaust. More specifically, the process of sourcing a completely standard system in good order. Success was ultimately met, but only after Gibby and friends had travelled to Campbeltown, Doncaster, Manchester, and Harlow in order to source different bits and pieces.

This being a Steven Gibson creation, details were of course paramount (check out the way that every bolt on the rebuilt diff and refurbished driveshaft lines up, for instance), and as such, L820 KPU took some time to come together, only reaching completion in the spring of this year. In fact, its first outing was the Ford RS Owners' Club National Day, and then, on the long trip back home to Harthill, via this photoshoot at Ford's relatively new Heritage & Innovation Centre in Daventry.

On the day of the photoshoot, Gibby could be found with his head wedged deep within the bowels of another Cosworth, the yellow example owned by Ford and occasionally wheeled out for mere mortals to gawp at.

"This car has my Recaro A8 seats," explains Gibby when pressed as to why he was lying prone in the footwell. "And I mean literally — these were the seats originally fitted to my very car, back when it was first assembled and registered."

Penny pinchers

As it transpires, the entire 200-car run of Monte Escorts was originally intended to be shod with these fabulous Recaro bucket seats, but, mere months before final sign-off, someone in accounts quashed the move on grounds of cost. Thus only Gibby's car escaped with its A8s in situ, and even then, not for very long.

→

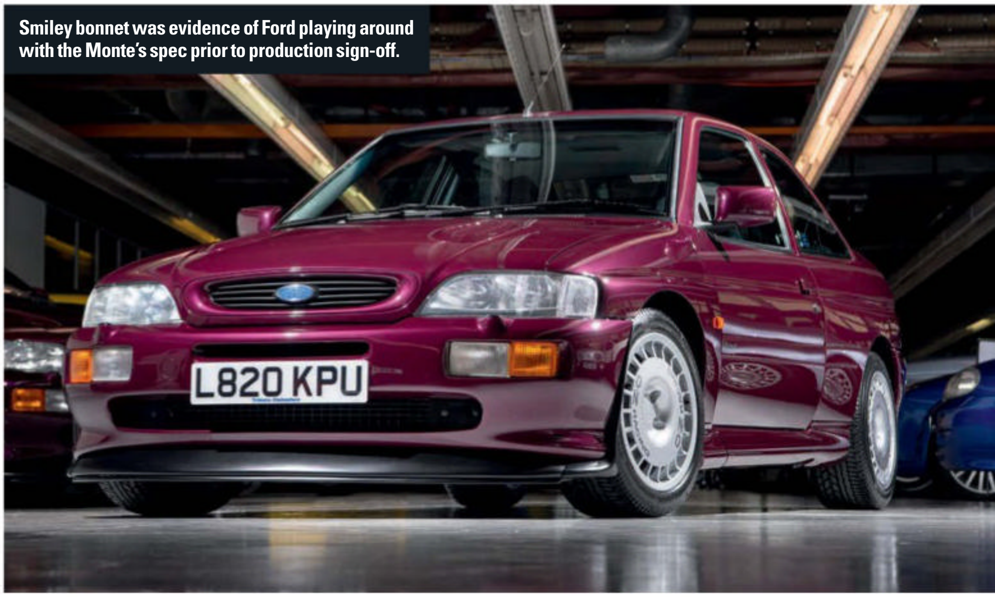
THE BIG WIN

DELECOUR AND THE MONTE

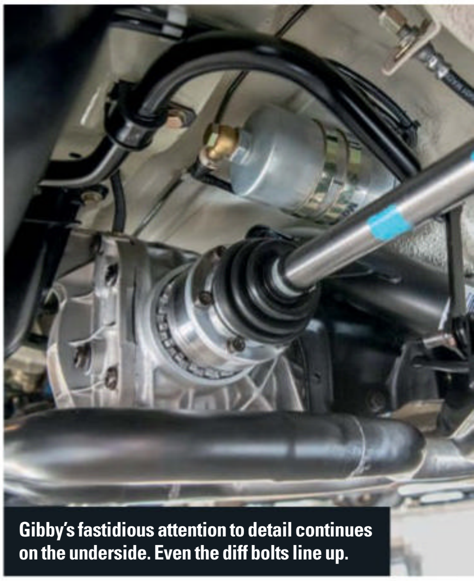
When Francois Delecour clambered atop his rally-winning Escort Cosworth at the conclusion of the 1994 Monte Carlo Rally, he was doing more than merely staking a claim to that year's drivers' title, he was expunging a Monte-specific demon, one that had bedevilled both him and his employer for years.

For Ford, the Monte had been something of a bogey event, and prior to 1994, you had to go all the way back to 1953, when Maurice Gatsonides (of speed camera infamy) triumphed in a Zephyr, to find the last time a car with a blue oval won the most prestigious round of the WRC.

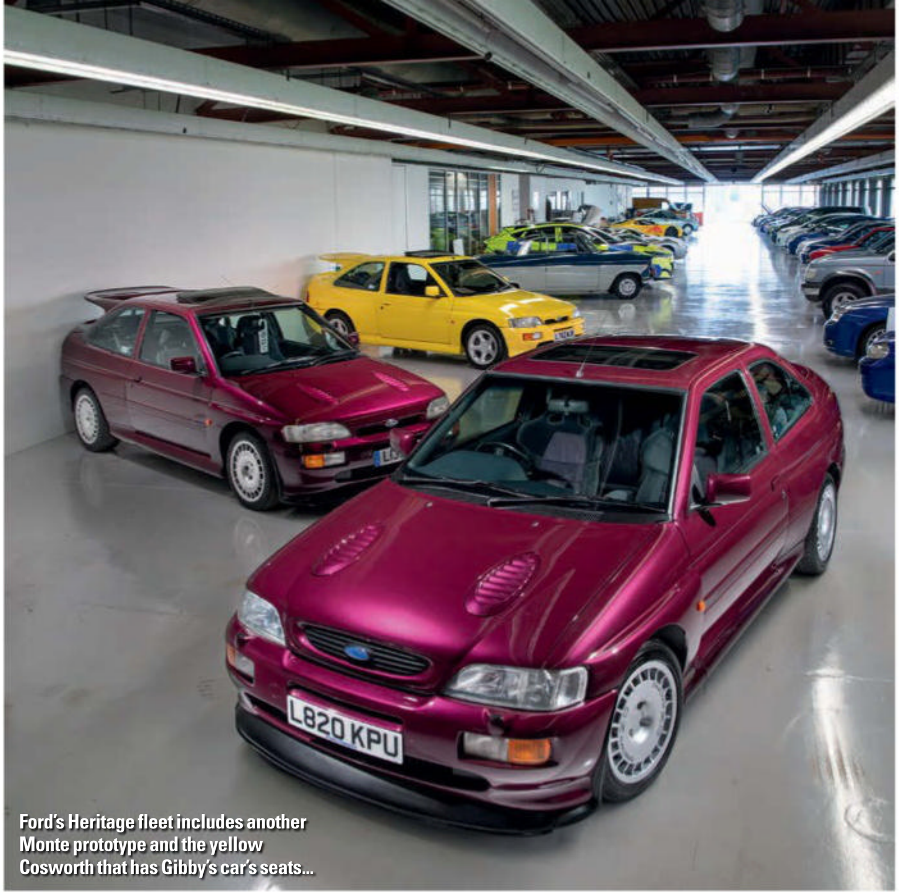
As for Delecour, his experience of the oft cruel nature of the Monte was far more recent and even more painful. The Frenchman had burst onto the scene just three years previously, entrusted with a works Sapphire 4x4 for the first time and, much to the consternation of Ford's rivals, battling for the lead from the beginning and looking every inch the fully-formed World Champion in waiting. Only collapsed rear suspension on the final night handed victory to Carlos Sainz, in the most galling and painful of circumstances. Little wonder, then, that Ford opted to commemorate its 1994 success in such an emphatic manner.



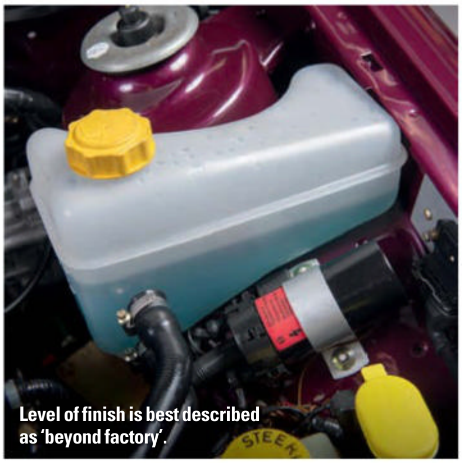
Smiley bonnet was evidence of Ford playing around with the Monte's spec prior to production sign-off.



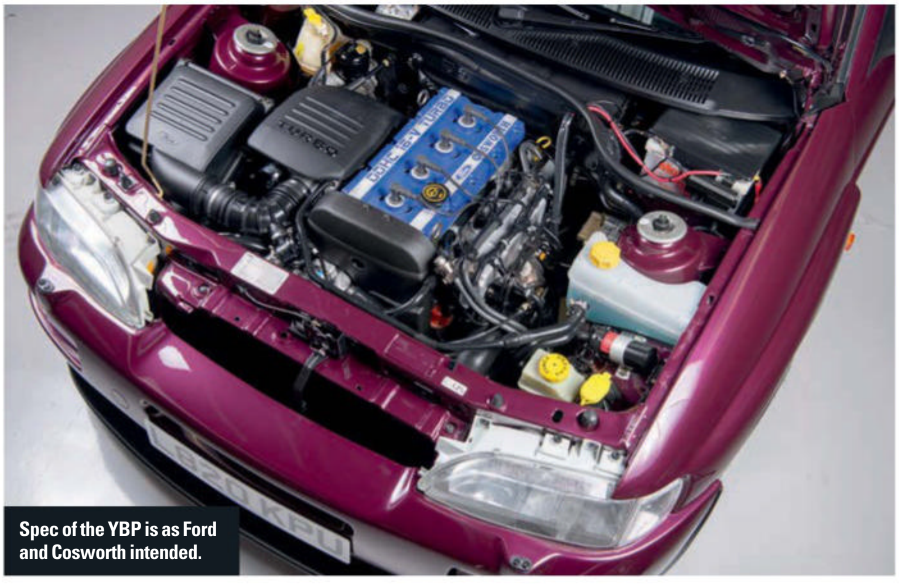
Gibby's fastidious attention to detail continues on the underside. Even the diff bolts line up.



Ford's Heritage fleet includes another Monte prototype and the yellow Cosworth that has Gibby's car's seats...



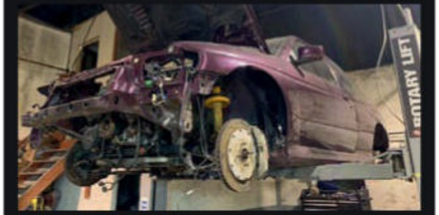
Level of finish is best described as 'beyond factory'.



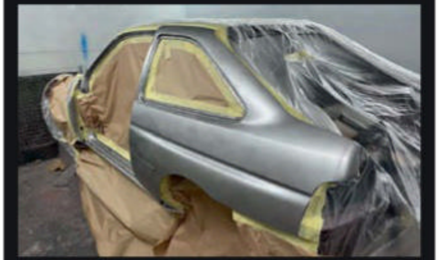
Spec of the YBP is as Ford and Cosworth intended.

THE REBUILD

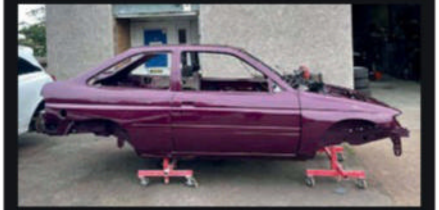
From chicken shed to Heritage & Innovation Centre — this prototype Monte has had quite the journey.



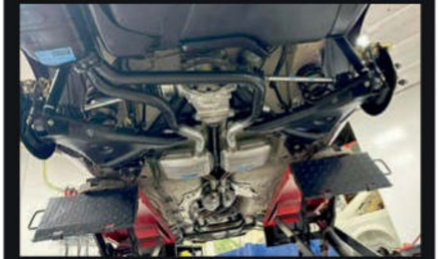
The Monte was complete, modified but generally sound when Gibby decided to start the rebuild.



Only a bare metal repaint would do so the car was completely stripped to a shell and prepared.



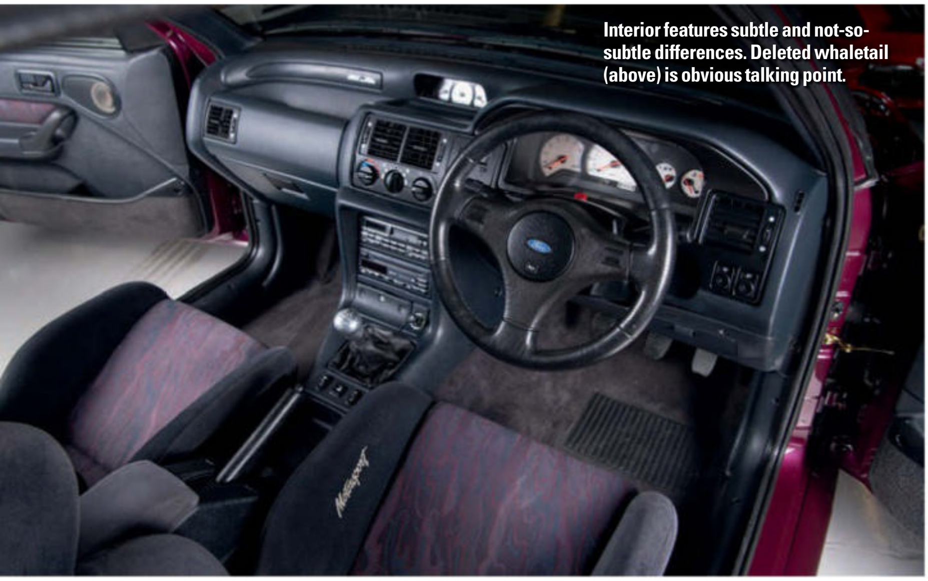
Now wearing fresh coats of the stunning Jewel Violet, the refit of the car could slowly begin.



A UK-wide hunt turned up enough sections of the factory exhaust system to complete the underside.

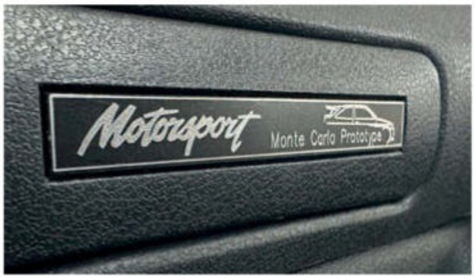
Meanwhile the OZ rims were refurbished and a new set of P Zeros ordered up ready for fitment.

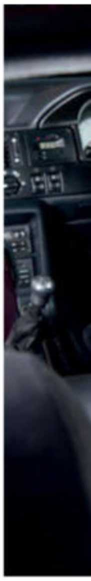
L820 KPU
G887 X



Interior features subtle and not-so-subtle differences. Deleted whaletail (above) is obvious talking point.

Trimoco
The name that's motoring





“MY CAR CAME WITH A NUMBER OF DIFFERENT FEATURES TO REGULAR MONTES INCLUDING THE RECARO A8 SEATS”

“The first owner was actually a Ford General Manager who had access to this Cosworth and two others, and while I never could get in touch with the man himself, I was able to trace and question some of his colleagues. It turned out that he liked the Recaros so much that when he had to move to another Cosworth, he had the removed and refitted specially — and it just so happens that one of his subsequent cars was the yellow Escort now owned by Ford.”

Gibby admits to having tried to convince the Heritage Centre to sell him his seats back, but when this failed, he was forced to hunt out another set. He then bought six different late RS2000 Recaros in order to acquire enough Raven Flow material in decent condition to retrim them, plus a set of RS Turbo seats from Holland; these bought purely for their bolster material.

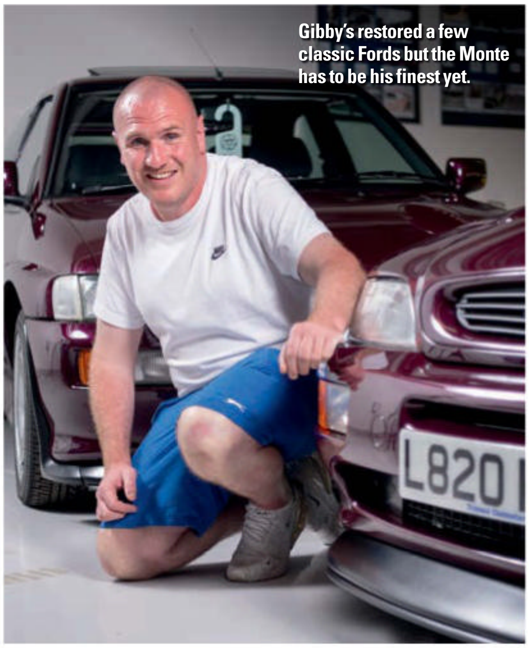
Special vehicle engineering

Gibby theorises that the spec of his car was assembled by the guys at SVE on an as hoc basis, evolving with Ford’s wider ambitions and in-line with the success enjoyed by the Escort WRC programme. This would explain some of the odder additions fitted to his car, as well as some of the more obvious deviations from standard Cosworth spec.

“My car came with a number of different features from regular Montes: it had the A8s, oval indicators and tinted tail lights, blacked-out B-pillars, smiley bonnet, a smaller rear badge, and, most obviously of course, the lack of whaletail.”

The facelift style, Mk5b bonnet and rear-wing, the former notable for its presence, the latter for its complete absence (the specification in which the car was originally sold), are without question the most obvious features demarcating Gibby’s car from other Montes. The former is the thing most people comment on, unsurprisingly, and furthers the notion that this car was

Motorsport


Gibby's restored a few classic Fords but the Monte has to be his finest yet.

Motorsport
Ford

Motorsport

Recaro A8 seats were trialled for Gibby's car but never made it to production. Missing, he had to source another pair and get them refurbished then retrimmed in the correct Raven Flow material.

never intended to be production-ready, but rather a means of assessing various potential styling tweaks, perhaps while experimenting with a revised corporate identity, before committing them to a production run.

Stitch in time

Delecour's triumph clearly lit a fire under those charged with product development at Ford, and the result was that any Motorsport badging was swiftly changed to Monte instead.

This process was a simple enough undertaking for the door-mounted stickers (Gibby's car excepted) but not so for the seat bolsters, which had already been approved and were in production by the time of Delecour's Monegasque triumph. This explains why Escort Monte Recaros have Motorsport stitched on their bolsters and not Monte. When all's said and done, L820 KPU represents a unique opportunity to roll back the years and peer into the distant past. It also gives lie to the readily accepted notion that car makers like Ford follow a pre-set plan when it comes to the creation of special editions such as this and instead highlights that even a gargantuan OEM can find itself wrong footed by success and forced to alter its plans on the fly.

That this most historically significant of Escorts is owned by Steven Gibson, unquestionably among the most dedicated and fastidious of Cosworth-builders anywhere on the planet, should be cause for comfort for anyone who takes pride in the history of Cosworth as a brand and cultural icon. CF

Tech Spec

Body

1993 Escort Cosworth Monte with complete complement of original exterior panels, Motorsport script colourised door decals, aero-kit delete, Mk5b smiley style bonnet, smaller Aussie-style rear Ford badging. **Paint:** Jewel Violet

Engine

2-litre Cosworth YBP rebuilt with new pistons, rings and bearing seals, rebuilt head with new valve gear, rebuilt Garrett T35 turbo set-up, Weber-Marelli management, comprehensively detailed engine bay with new fixtures and fittings used throughout, rebuilt factory exhaust with standard downpipe, centre section and back-box

Transmission

Five-speed MT75 manual gearbox, rebuilt Cosworth front and rear differentials, reconditioned shafts with all new fasteners horizontally aligned

Suspension

Factory specified Escort RS Cosworth suspension set-up

Brakes

Factory specified Escort RS Cosworth brake set-up

Wheels and tyres

Refurbished 8x16 inch OZ Racing Monte specific wheels, 225/45R16 Pirelli P Zero Asimmetrico tyres

Interior

Fully restored Monte interior with NOS centre console and refreshed dooryards and dashboard, restored Recaro A8 seats re-trimmed in Raven Flow cloth with body coloured shells and Motorsport stitching on bolsters, Monte-specific steering wheel, aluminium gear knob and chromed handbrake actuation button, unique Motorsport Monte Carlo Prototype build plaque mounted on glovebox

Thanks

Scott Macniesh for helping me with the full build, Dave Lee at XYZ Fabrication for all the bespoke parts, Adie at the Wheel Repair Shop, Tremona Garage, Big Gaz 'the exhaust man' Worsley for helping source and finish the exhaust system. **Classic Ford thanks:** Chris Smith at Ford's Heritage & Innovation Centre for the photo location

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LOUNGIN'

Fresh out of the workshop at engineering specialist Envisage, eBay's cool custom Mk1 Transit is demo van with a difference.

Words and Photos Dan Sherwood

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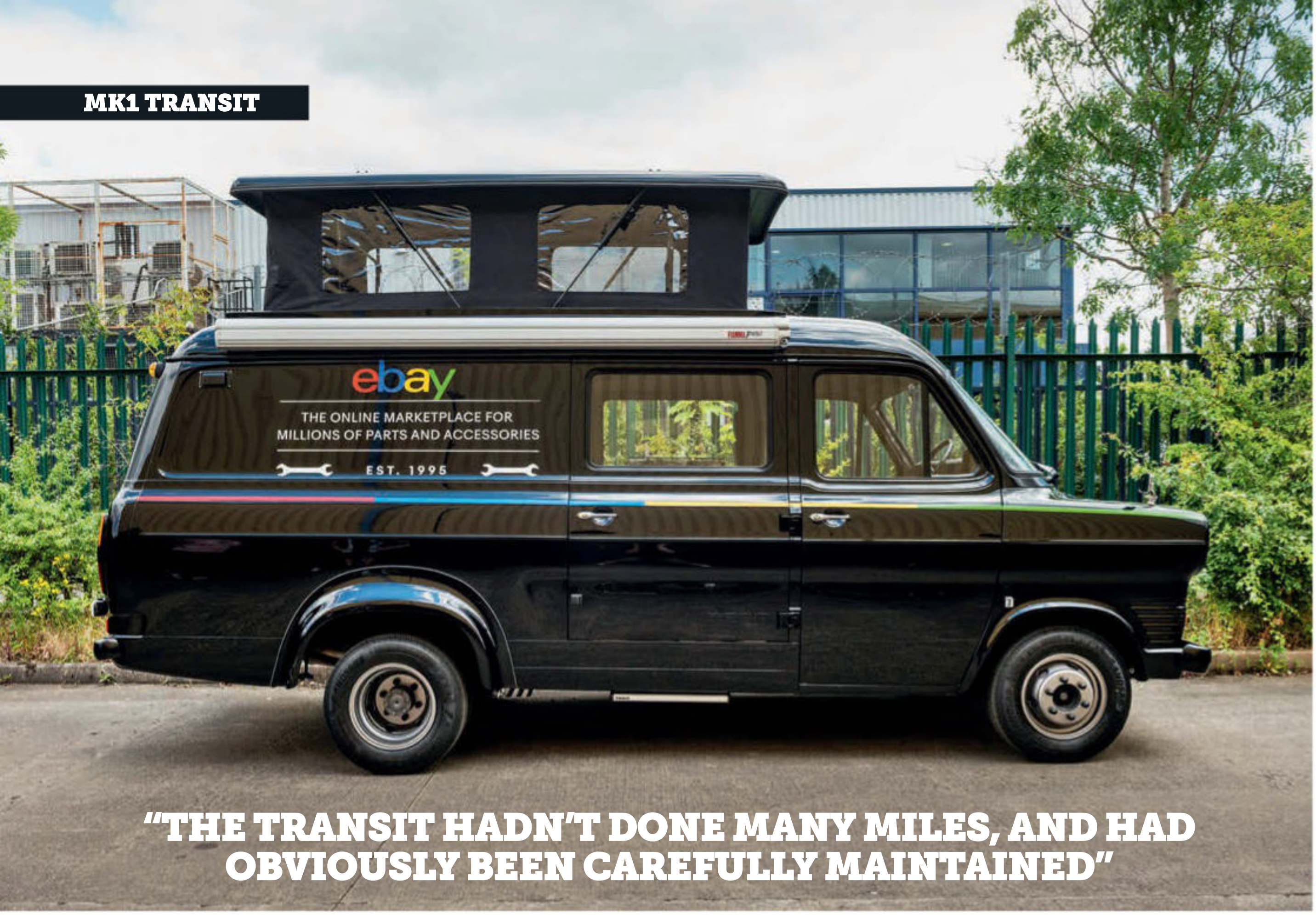
Cast your mind back to the July 2024 edition and you may well remember seeing this unique black Mk1 Transit splashed across these very pages. We use the term splashed deliberately, because, back then, it was little more than a rolling shell with the majority of its constituent parts scattered liberally across the workshop floor like spilled milk. Of course, for an experienced engineering firm like Coventry-based Envisage, this was far from something to cry about, as its skilled team of fabricators and technicians had everything perfectly under control. "When we did the previous Grafters feature, the van was just about to go through the final fit stage of the build, so it looked very different to how it does now," laughs Envisage's Mike Madelin, who has been the project lead throughout the build. "Now it's complete, it's ready to head out into the world and do what it was designed to do."

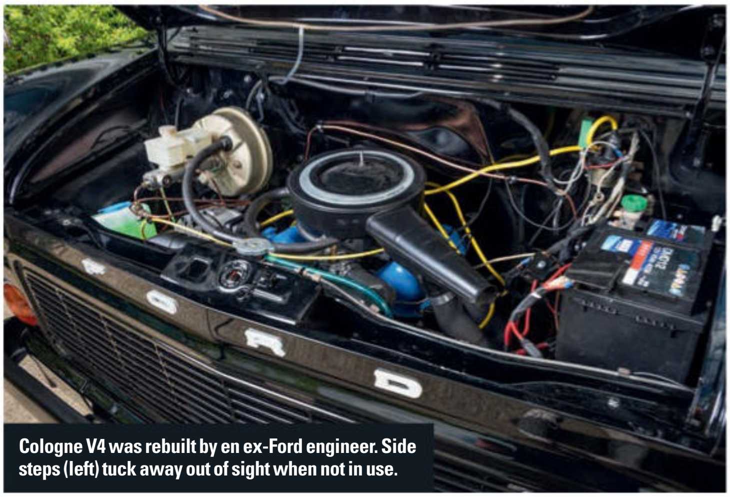
For those that missed the previous article, or simply have the memory of a goldfish, let us recount how and why this big black beast originally came into being.

"We were contacted by eBay to build a custom vehicle to help promote their growing online marketplace for both new and second-hand car parts," explains Mike. "The plan was to use a Mk1 Transit as the base of the build as, not only was the original Transit the vehicle that redefined the way the public viewed vans in general, but it was also the perfect way to help celebrate the 60th anniversary of its launch."

The fact that it would also be an excellent way to showcase the huge versatility of both parts and complete →



“THE TRANSIT HADN’T DONE MANY MILES, AND HAD OBVIOUSLY BEEN CAREFULLY MAINTAINED”



Cologne V4 was rebuilt by en ex-Ford engineer. Side steps (left) tuck away out of sight when not in use.

vehicles that can be sourced through eBay was a nice added bonus.

Hard to find

“The first hurdle in the project came early, as we tried to source a Mk1 Transit in a usable condition,” Mike remembers. “Of course, we started our search on eBay. However, due to Transits being working vehicles, it was proving hard to find one in the UK that wasn’t either run into the ground or had rusted away.”

Not ones to give up without a fight, Mike and the team broadened their search to including foreign examples too, as they knew that many Mk1 Transits were shipped abroad and used as service vehicles, often leading much more pampered lives compared to those that frequented the UK’s building sites in the mid-to-late 1970s. In the end, Mike’s quest was ended when they stumbled across a suitable candidate in a Mk1 that had been used in the German fire service.

“It was owned by a guy in Kettering, Northamptonshire, who had imported it a few years previously from Germany. It hadn’t done many miles and had obviously been carefully maintained throughout its working life,” Mike recalls. “There were a few key issues, however, such as the sills by the side steps. Both sides were extremely rusty, to the point you could almost see through the bodywork! There were also missing crossmember pieces under the passenger side of the chassis, but other than that, the mechanicals and body work was in reasonable condition for a vehicle built back in 1975.”

These minor issues would all soon be sorted though, as before any of the custom work could be completed, the Transit would receive a comprehensive restoration to bring it back to its former glory.

“We started by stripping the van to a bare shell, and delicately sanding back the paintwork so we could clearly see any areas of corrosion,” Mike explain. “It was all the usual suspects really, such as the headlight bowls, the sills and any area where

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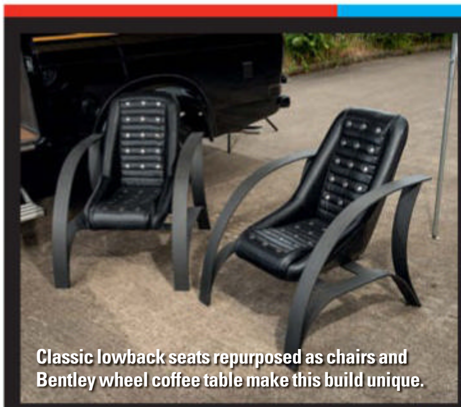
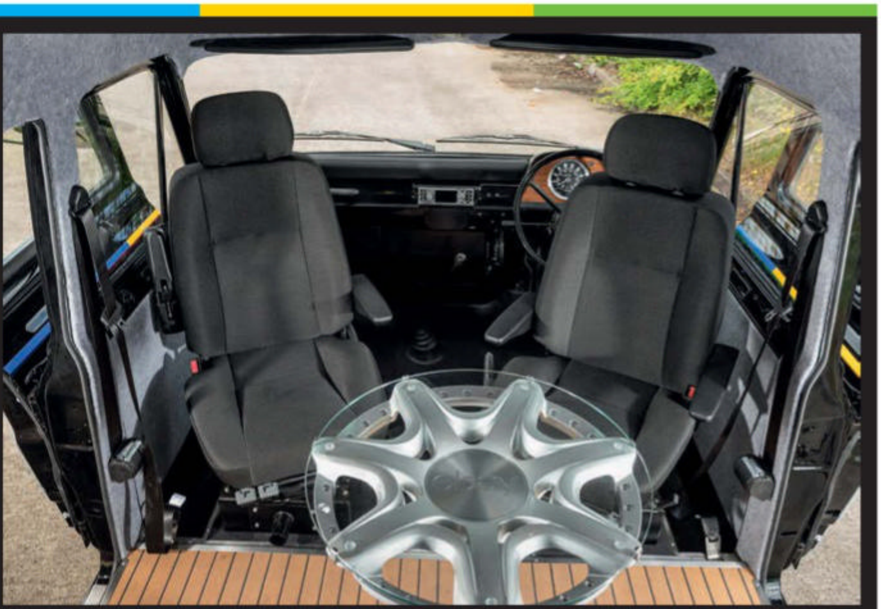


Classic lowback seats repurposed as chairs and Bentley wheel coffee table make this build unique.



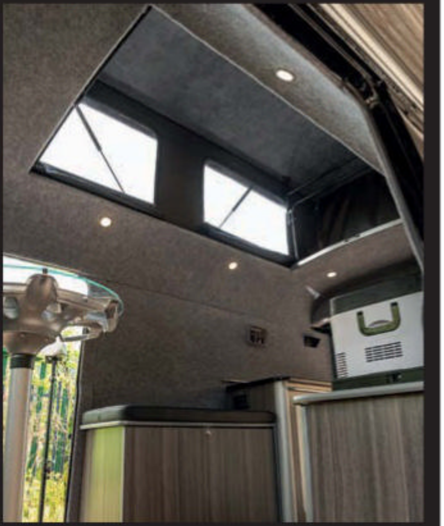
INSIDE OUT

THAT ONE-OFF INTERIOR

"Right from the start of the project, we've been working with automotive designer, Peter Stevens who was brought in to redesign the interior of the Transit, helping to turn it from a 1975 fire service vehicle into a comfortable place people that would want to spend time in," Mike says. "And once the paint was dry, we could begin creating his unique vision."

A mixture of off-the-shelf cupboards and bespoke carpentry were used to bring Peter Steven's vision to life, as well as adding swivel front seats, a table made from a Bentley alloy wheel and a pair of bespoke, curved aluminium chair frames with retro bucket seats. Traditional camper equipment such as a gas hob, sink, electrical outputs and a coffee machine add some top tech to the proceedings, while full insulation and carpeting give it the comfortable lounge-like vibe that the designer specified.

"One of the key elements of the build was incorporated into the Transit's rear doors," Mike points out. "While the vehicle is at different events, iPads mounted in custom pods will allow visitors to explore the eBay platform and order parts for their vehicles using the eBay My Garage program. We've included battery banks into the pods too, so the iPads have over 6 hours of usable battery life."



The Transit's load bay transformation courtesy of the pencil of Peter Stevens is frankly incredible, and yes, includes everything including the kitchen sink... Below: do you want milk with that?

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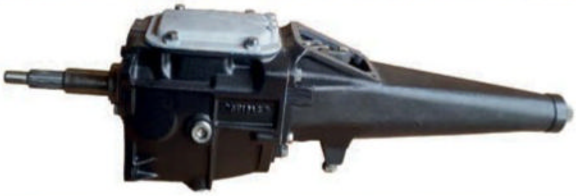

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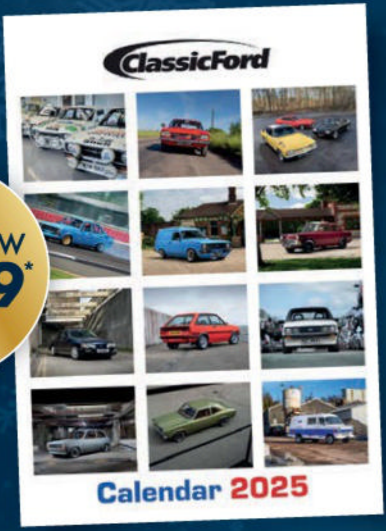

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water can get trapped. Once identified, we could deal with them by welding in new panel sections where necessary."

Left to right

With the shell structurally sound, Mike moved on to converting the German Mk1 to right-hand drive — a job that was easier said than done…

"We thought that conversion would be quite easy: just flip the steering rack over, right?" Mike shrugs. "Unfortunately not, because once we did that, the steering was reversed. Steer left, it would turn right, which caused no end of amusement among the workshop team."

Luckily, a little lateral thinking solved the conundrum, and by installing the steering rack's worm gear in reverse, correct steering was restored. The final part of the right-hand-drive conversion was to swap the instrument binnacle over, and making good the hole it left in the original metal dashboard.

"This whole project would've been dead in the water if it wasn't for the assistance of Peter Lee from the Transit Van Club," Mike highlights. "Peter was a technician at Ford when the Mk1 was launched and he possesses an encyclopedic knowledge of the Transit and its parts, as well as having a veritable Aladdin's cave of rare, old stock parts at his home."

This supply of parts, plundered from Peter's parlour, as well as the goldmine of components available on eBay, meant the team at Envisage were never stuck without the right part, and even those they couldn't replace, were carefully refurbished to as-new condition.

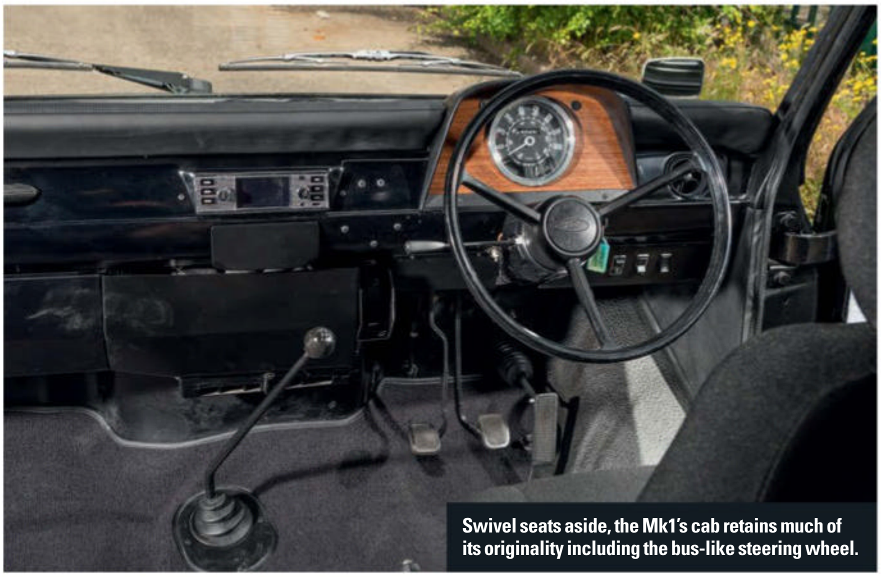
Peter also had a hand in the engine rebuild, although indirectly.

"Peter put us in touch with a former engine builder at Ford, who'd recently retired, and put in a favourable word to convince him to help us restore the engine from the ground up, including converting it to run on unleaded fuel," Mike says. "Building the engine was slightly trickier than we first anticipated, as there were small but significant differences in the UK and German engine ancillaries, which caused a bit of head-scratching to figure out, resulting is us having to source German spec parts for it to work."

On the roof

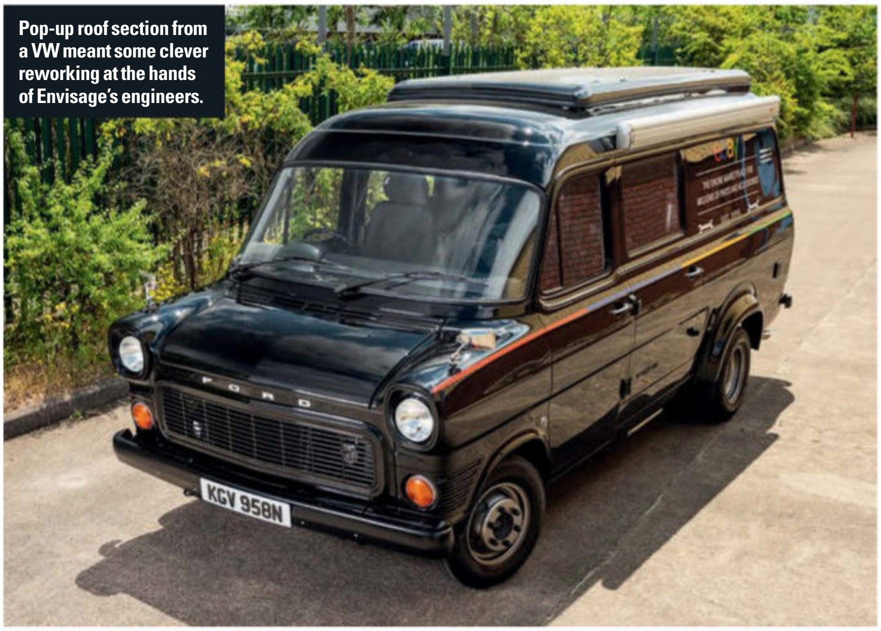
While the engine was away being rebuilt, the Envisage team could play — and their toy of choice was a pop-top roof, originally designed for installation into a VW T5 Transporter. Unsurprisingly, the roof line of the Transit was very different from a modern VW, so Mike and the guys had to construct an interface panel that could meld the two together sections seamlessly, while also providing the required structural integrity to retain rigidity and hold the additional weight of the new roof.

→

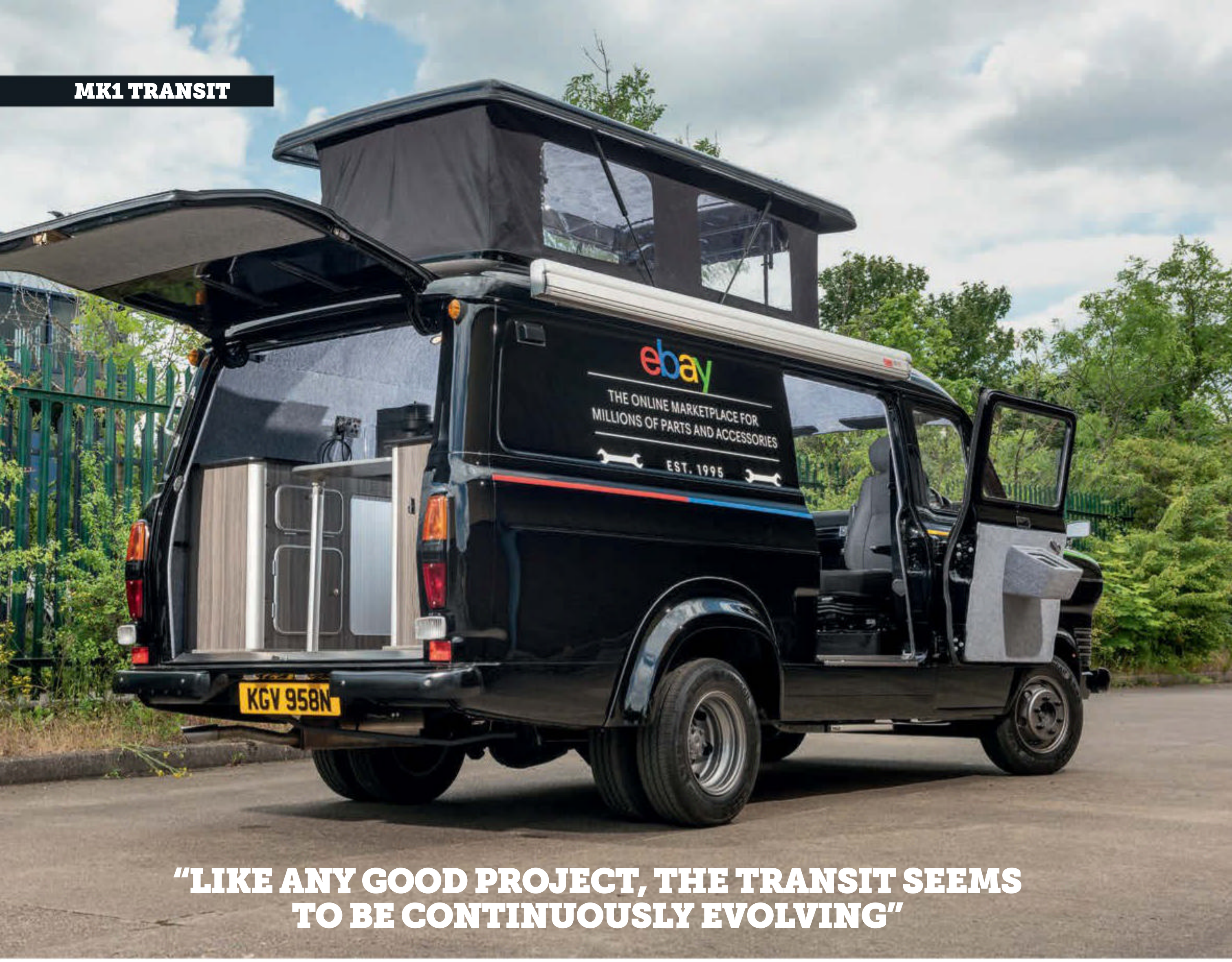


Swivel seats aside, the Mk1's cab retains much of its originality including the bus-like steering wheel.

Retro-style digital radio adds sat nav too, for the Transit's travels across the UK attending events.



Pop-up roof section from a VW meant some clever reworking at the hands of Envisage's engineers.



“LIKE ANY GOOD PROJECT, THE TRANSIT SEEMS TO BE CONTINUOUSLY EVOLVING”

The Mk1’s roof wasn’t the only part that needed a custom touch though, as the inclusion of swing-out side steps necessitated a bespoke fuel tank to be made by Compbrake, as the original item fouled on the steps when in the retracted position.

Once all the bodywork and mechanicals were complete, the shell was sprayed gloss black by Envisage’s in-house painters before renowned designer, Peter Stevens was let loose in the interior (see boxout on page 43). But with the Transit build now complete, you’d think that was the end of Mike and Envisage’s role with the van, but, like any good project, it seems to be continuously evolving.

“Since finishing the build, we’re now planning to upgrade the original front drum brakes to discs, to give stronger braking performance to bring it back into the 21st Century as well as combat the extra weight of the camper equipment,” says Mike. “We’re also going to fit a different rear diff, as the item gears the van for a 45 mph top speed. The new diff should raise that top-end to nearer 60 mph, so at least it can keep up with traffic on most roads.”

So whether this mighty Mk1 will ever be truly finished remains a mystery, but when you’ve got a brand like eBay behind you, and access to its unique platform and unending supply of Assured Fit and Certified Recycled parts at your disposal, we’d don’t think we’d ever stop tweaking things either, after all, that’s all part of the fun! CF

Adding the neat and much-needed side steps meant a custom fuel tank had to be fabricated.

Tech Spec

Body
1975 Mk1 Transit LWB dual rear axle, restored with pop top roof, custom chrome wing mirrors, extendable awnings on each side. **Paint:** custom black with eBay graphics

Engine
Standard Cologne 1700cc V4 engine, rebuilt with all new parts and ancillaries

Transmission
Standard four-speed manual gearbox

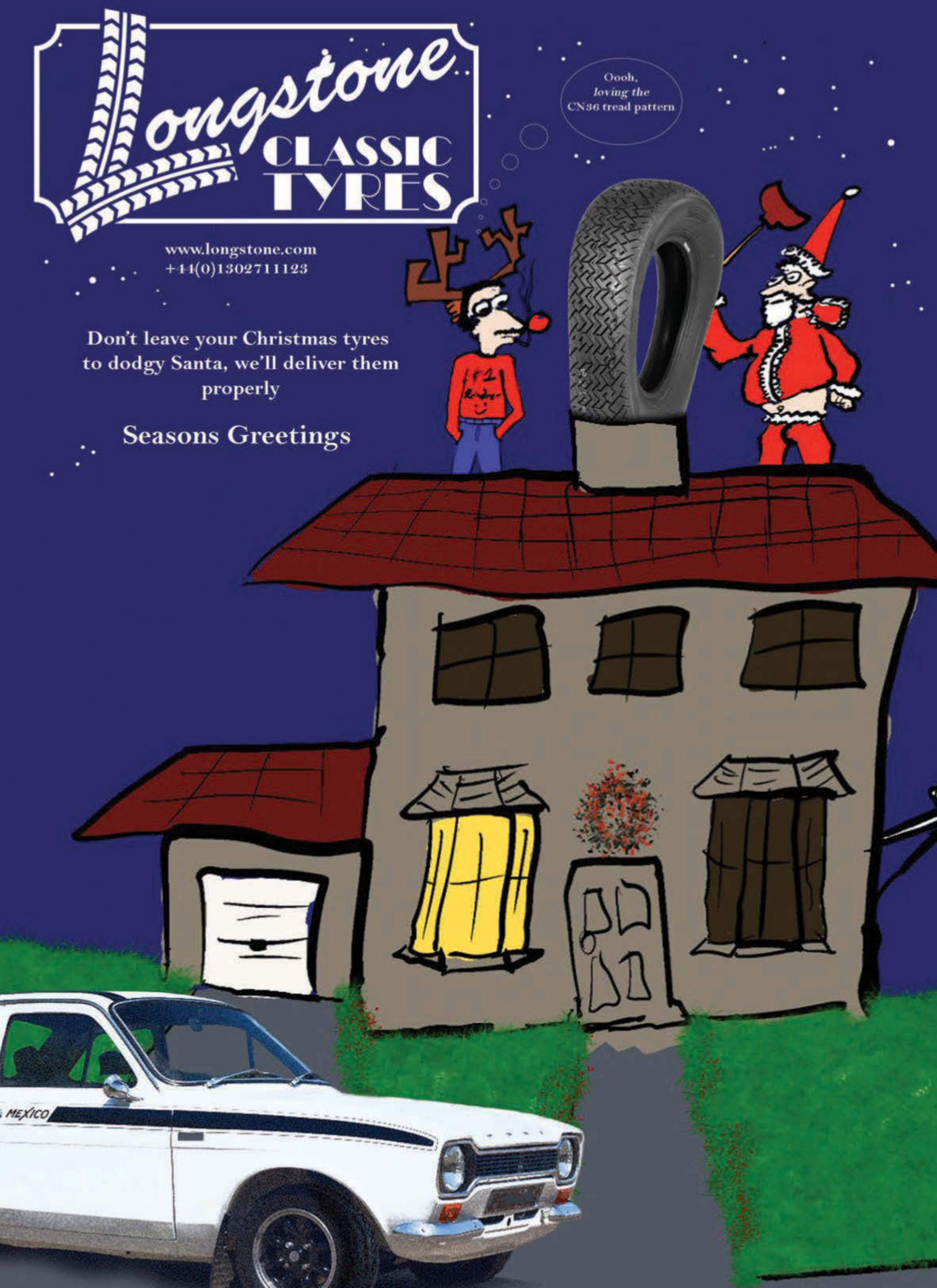
Suspension
Leaf springs front and rear, standard dampers

Brakes
Standard drum brakes all round

Wheels and tyres
Refurbished 7x14 inch standard steel wheels with 185R14C Landsail commercial tyres

Interior
Fully insulated interior with custom swivel front seats, custom camper cabinetry including sink, gas hob, coffee machine, removable table, cool box, leisure battery and 240-volt supply

Thanks
Peter Stevens, Peter Lee of the Transit Van Club, Compbrake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Seasons Greetings

HISTORY REPEATING

Words and Photos Jon Cass

It was way back in 1995 when Mark Burgess bought this stunning Fiesta RS Turbo and thankfully he had the foresight to take extremely good care of it. But don't be fooled by those classic looks, under the skin lurks a forged CVH, T3 turbo and a whole array of clever mods.

We could probably write a book about Mark Burgess' Mercury Grey Fiesta RS Turbo, as it's played such a huge part in his life over the last 30 years. From daily driver to modified show car and everything in-between, its certainly seen some changes. Unusually, for a 1990s Ford, Mark somehow had the foresight to ensure the often rust-prone Mk3 has always remained it tip-top condition — an enviable position to be in right now for some, we're sure. This meant he's managed to avoid any talk of welding, bare-metal restorations and resprays and as we'll discover, funds have been spent wisely elsewhere.

Passing his driving test in 1990, Mark began searching for his first car which also turned out to be a Fiesta. "This was a Mk1 1.1S in blue," he recalls. "I wasn't so keen on the seats or the rust, but for £550 I knew it was the car for me." Changes gradually arrived in the shape of XR2 pepperpots, XR2 struts, a Peco exhaust, not to mention a full respray and the neglected Mk1 had been successfully transformed. "As my insurance costs came down, I really fancied a late Mk2 XR2," Mark smiles, "this one had to be rust-free and I began saving up while I undertook my apprenticeship in mechanical engineering."

Aside from messing around with cars and more specifically, Fiestas, Mark's other main hobby is cycling. "I was at a race meeting when a teammate pulled in, driving his new car," he remembers. "It was a gleaming white Fiesta RS Turbo and as soon as I saw it, I just thought, wow!" A brief inspection of Ford's then latest offering to the hot hatch market prompted a change of plan, the XR2 idea had instantly been ditched in favour of an RS Turbo.

"It had to be in Mercury Grey and by September 1995 I'd finally found the right car," Mark recalls, "with just 38,000 on the clock and being only five years' old at the time, everything checked out fine other than kerbing to both of the front alloys." That first experience of driving the RS Turbo with its T2 Turbo on boost, pulling him towards a ditch had 21-year-old Mark grinning like a Cheshire cat. "It was just a pretty quick, nice-looking car to me then," Mark adds, "I wasn't aware of the rarity value."

Despite that carefree outlook, Mark went on to religiously clean out the insides of the arches and everywhere dirt could accumulate every time the car ventured out. We don't recall many 21-year-olds going to such trouble, and undoubtedly this is where Mark's quest for perfection began.

The kerbed wheels were replaced with a brand-new pair from Ford which were still available at the time and soon the Mk3 had been lowered on PI springs and given a K&N 57i filter too.

Mint FRST Recaros (left) are a sight for sore eyes and match the rest of the interior.

Underside is in tip-top shape thanks to Mark's fastidious care.

1990s-era sound system is a big part of the car's history with Mask

"I got to know a few more RS Turbo owners nearby and attended a local meet," he explains. "Upon witnessing all the modified Escorts, Cosworths and XRs, I was suddenly exposed to all the sweets the sweet shop had to offer!" This was a time when blue hoses and acres of chrome were a must and Mark's Fiesta soon became treated to a set of Samco hoses and a Magnex exhaust.

Mods on tap

This was just the start of things to come and as Mark began to acquire a taste for more speed along with concours competitions, further mods arrived in the shape of a Pace intercooler, Pro Alloy radiator, a 195 chip, beige injectors and the obligatory 1990s sound system. "While I installed the alloy rad, I noticed some dirt on the front panel," Mark explains, "keen to tidy this area up, before I knew it, I'd moved the wiring, hoses, leads and crossover pipe out of the way — I must have been mad!" This keen eye for detail soon led to a freshen up of the engine itself even though it was running fine. "The work which was carried out by Harvey Gibbs and Tim at SCS consisted of a strip down, clean, repaint and rebuild where necessary," Mark recalls. The 1600 CVH would now be running low compression with a 0.5 overbore, along with a skimmed block and head.

"As I called in to collect the engine, the late Ahmed Bayjoo happened to be there by the dyno," Mark recalls. "He asked my plans for the Fiesta and suggested I purchase a Walbro fuel pump, T3 turbo, T3 manifold and all new oil and water pipes if I wanted even more power."

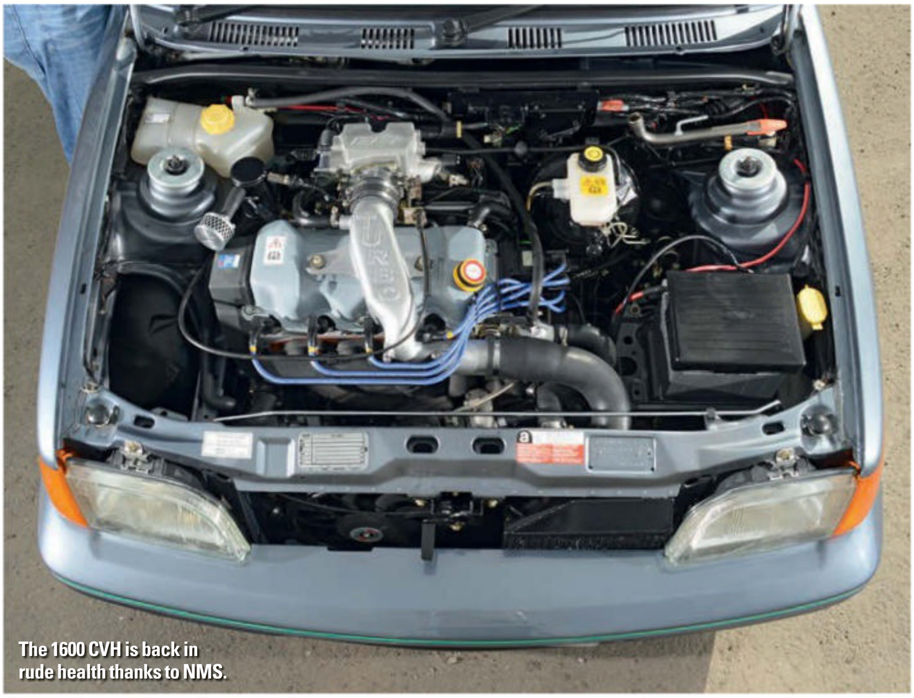
Taking Ahmed's advice, the necessary parts were promptly purchased including some from Ford themselves, but Mark wasn't sure if the stock transmission could cope. "To avoid any issues later on, I had the gearbox rebuilt with the addition of an LSD from a Series 1, bought for £25," Mark smiles, "I chose not to cut corners and installed an AP Racing four-paddle clutch with a Bayjoo pressure plate along with Vibratech engine mounts, too."

Once fitted with a 3-bar MAP sensor and mapped by Ahmed himself, Mark's Fiesta achieved 18 PSI, not to mention a noticeable improvement in performance.

"This brings us to 2006, but life then got in the way," Mark says. "The Fiesta ended up parked in my mother's garage and there it would stay until 2018." After waiting patiently for so long, the Fiesta finally received the attention it deserved and after carrying out a full service with new belts and fresh fuel, the lairy 1600 CVH roared back into life. "The car even passed an MoT with no advisories," Mark smiles, "it all seemed to be too easy, until I noticed some fluid weeping from the engine."

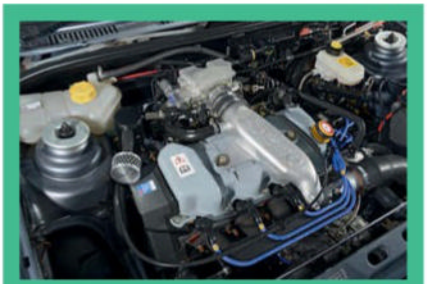
A trip to Norris Motorsport was in order to diagnose this worrying issue which turned out

“THE FIESTA ENDED UP PARKED IN MY MUM’S GARAGE AND THERE IT WOULD STAY UNTIL 2018”



The 1600 CVH is back in rude health thanks to NMS.

to be a cracked cylinder head. “A replacement head could be sourced, but I didn’t want the same issue to arise again,” Mark says, “and this resulted in the engine being rebuilt by NMS with an improved compression ratio consisting of forged rods, pistons, bigger valves and head bolts.” An NMS cam and solid lifters were also added to the inventory and just as before, Mark became quite obsessive to ensure his newly rebuilt CVH looked the part too. “I got a little carried away and once I’d completed the engine bay, my focus turned to the underside,” Mark points out, “ everything including the rear beam, anti-roll bars, brake plates and driveshafts have all been powdercoated and their bolts →



PLAY IN THE BAY

IMPROVING THE CVH

The 1600 CVH in Mark’s RS Turbo has certainly had its fair share of attention over the years and its latest impressive rebuild is thanks to the talented guys at NMS. “Not many specialists are willing to work on a CVH these days,” Mark says, “but Karl and Ollie at NMS were more than happy to take it on.” After diagnosing a cracked cylinder head, NMS worked their magic and the 1.6 now boasts forged H-section rods and pistons, race-spec big-end bearings, a ported and polished head along with an NMS-spec cam and solid lifters. Coupled with a T3 hybrid turbo, beige 701 injectors, 3 bar MAP sensor, Magnex hybrid exhaust and improved cooling, it all adds up to 230 bhp. Not bad for a now often overlooked CVH!

“MARK’S FIESTA RS TURBO NOW HANDLES AND STOPS JUST AS FLAWLESSLY AS IT LOOKS”

zinc plated.” Coupled with Avo coil-overs, Escort Cosworth front brakes and those 15 inch Escort GTi rims, Mark’s Fiesta now handles and stops just as flawlessly as it looks with a distinct OEM+ feel. It’s been a long journey for sure, but Mark’s RS is finally at a stage where he’s content. “I may just opt for some softer coil-overs as I’m not getting any younger,” he laughs, “otherwise I plan to enjoy this amazing car for as long as possible.”

While there may have been countless niggles and setbacks along the way, it’s refreshing to know Mark’s passion for this stunning RS Turbo remains just as strong as it did on the day he bought it 30 years ago! CF

Escort GTi rims are a neat, period-correct addition.

Larger T3 turbo is just one of the myriad of mods that Mark (right) has added to the Fiesta over the years.

Tech Spec

Body

1990 Fiesta RS Turbo, Euro-spec UK rear lights. **Paint:** Mercury Grey

Engine

1600 CVH with 0.5 mm oversize pistons, forged H-section rods and pistons, race-spec big-end bearings, ported head with NMS-spec cam, solid lifters, Piper Cams vernier pulley, beige 701 injectors, Walbro fuel pump, T3 stage 3 hybrid turbo on ceramic-coated manifold, heat-wrapped Magnex hybrid exhaust, 3 bar MAP sensor, Cosworth Amal valve, Roose Motorsport black hoses, K&N air filter, Pro Alloy rad with Kenlowe fan, Pace intercooler, Magnecor leads. **Power:** approx 230 bhp

Transmission

Standard five-speed with Series 1 LSD, AP Racing four-paddle clutch, Mk5 Escort adjustable clutch pedal

Suspension

Front: Avo coil-overs.
Rear: Avo coil-overs, Powerflex anti-roll bar. Polybushed throughout

Brakes

Front: Escort Cosworth callipers and grooved and vented discs, Ferodo DS2000 pads. **Rear:** standard drums. Goodridge braided hoses all round

Wheels and tyres

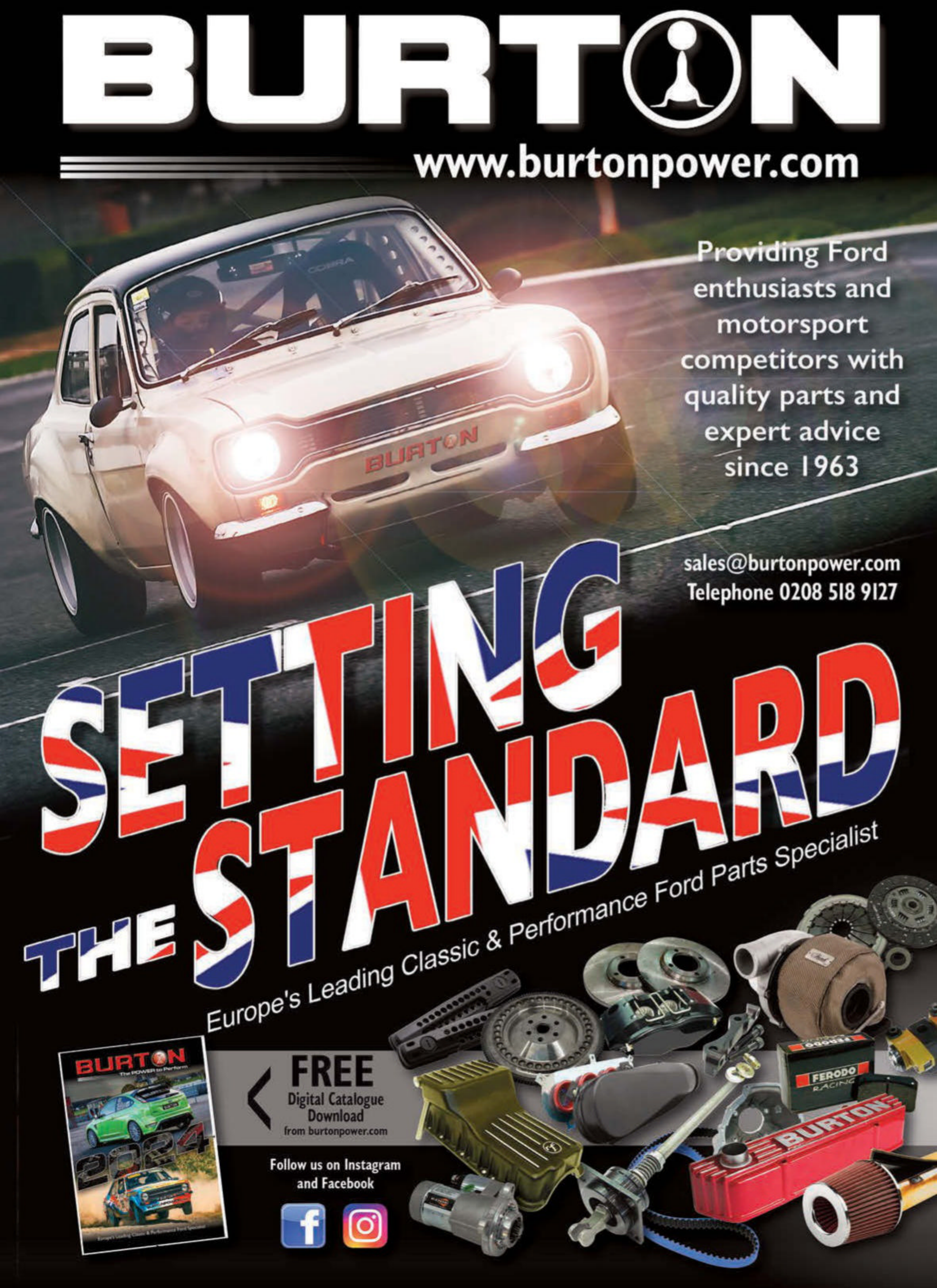
Escort GTi 6x15 inch wheels with Goodyear Eagle F1 195/45R15 tyres, 6 mm wheel spacers and longer studs

Interior

Factory Recaros, Ford waffle mats, Alpine 7939r head unit, Mission front component speakers, Rockford Fosgate Punch 12 subwoofers, Rockford Fosgate Punch amps

Thanks

My partner Julie and daughter Isla for putting up with me disappearing off into the garage in the evenings, Joel and the team at Autotyre and Garage Services, Wakefield, and Ollie and Karl at Norris Motorsport



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SEASON'S CHANGE

The rain-dodging end of summer Fordmeet was a belter with 700 blue ovals taking to the fields behind Squires Cafe. We were there.

Words and Photos Jon Cass

After the two previous Fordmeets at Squires Café just east of Leeds had to be postponed due to inclement weather this year, all fingers and toes were crossed hoping history wouldn't repeat itself for the huge end of season meet in September. Fortunately, lady luck was finally on our side and after a month of exceptionally damp Sundays, organiser Simon Shipley and his crew had somehow managed to pick a dry day. Amazingly, the sun even showed its face for a while, too!

As you'd expect, this seemingly rare combination of a dry field and sunshine in Yorkshire helped to encourage a huge attendance of over 700 cars with plenty of variety to keep any fan of the blue oval badge happy.

"We don't turn our noses up at any cars that wish to take part," Simon tells us, "as long as it comes from the Ford stable, everyone is welcome."

From daily drivers through to top-end show and motorsport machinery, pretty much every model of Ford from the 1960s through to the present day could be found in the showfield if you took the time to look. Typical of this was the Mk2 Escort Huntsman Estate to be found nestling discreetly in the far corner — the last example of its type on the road we're told!

YORKSHIRE FORD CULTURE
NUU 97Y

Ben Szanto's bonkers, BMW-engined Mk1 Cortina and the superbly restored Mk2 Escort 1600 Sport of Karl Scott both grabbed our attention and it was great to see numerous other cars attend this event for the first time, too. Meanwhile, the increasingly popular Yorkshire Retro Ford Club and Northern XROC both provided us with some fine displays, the XR crew receiving a deserved trophy for their efforts.

Further silverware was handed out to Bryn Davies and his perfectly-executed Fiesta RS1800 turbo while top honours and the car of the show award went to Jordan Wright and his awesome and totally unique Mk2 Transit campervan. The Fordmeet team are set to do it all over again on the April 6, 2025 and we can only hope the weather is just as kind on that day too!

Thanks to Tom & The Evans Halshaw Hull Transit Centre and Sean Carr of Abstract Detailing for judging on the day. CF

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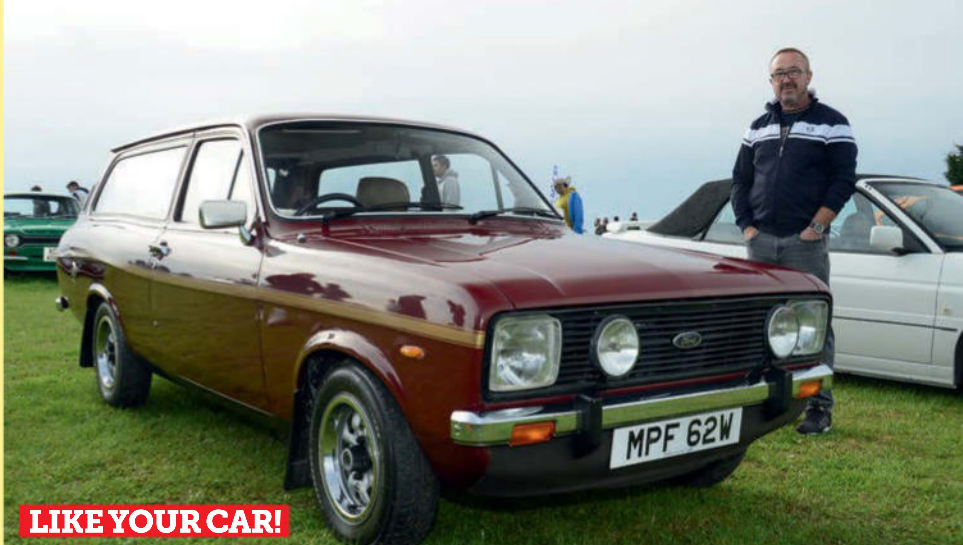


LIKE YOUR CAR!

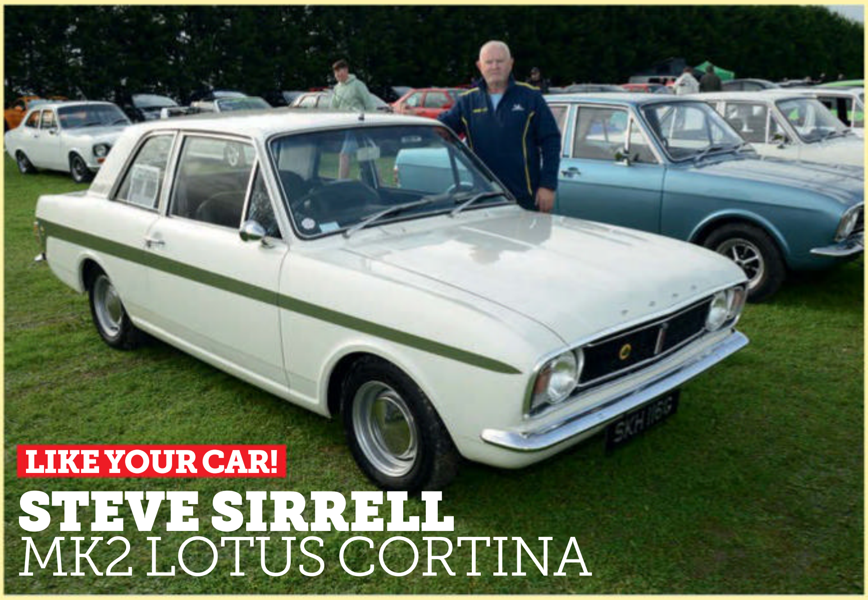
STEPHEN BRADBURY
ESCORT HUNTSMAN ESTATE

It's a name most of us have heard of, but seldom few have ever seen. That's probably because Stephen now owns the last limited edition Mk2 Escort Huntsman on the road (as far as we're aware) and thankfully it appears to be in good hands. "I'd been after this particular car for ages, " he tells us, "I couldn't believe my luck when it eventually appeared for sale." With only two owners from new, this 1.3L-based Huntsman remains incredibly original and still retains the trademark Ghia seats, Mexico steels, XR2 spotlights, carpeted boot, chrome trim, double reverse lights and side stripes fitted by the Brighton dealership who exclusively supplied this model when new. A sympathetic light resto will commence soon we're told.

Arched (above) or unarched — how do you prefer your Mk2?

From Mk3 Granada Ghias to Mk2 Escort rally cars, Fordmeet welcomes them all.

Classic Mustangs venture out for the final Fordmeet of 2024.



LIKE YOUR CAR!

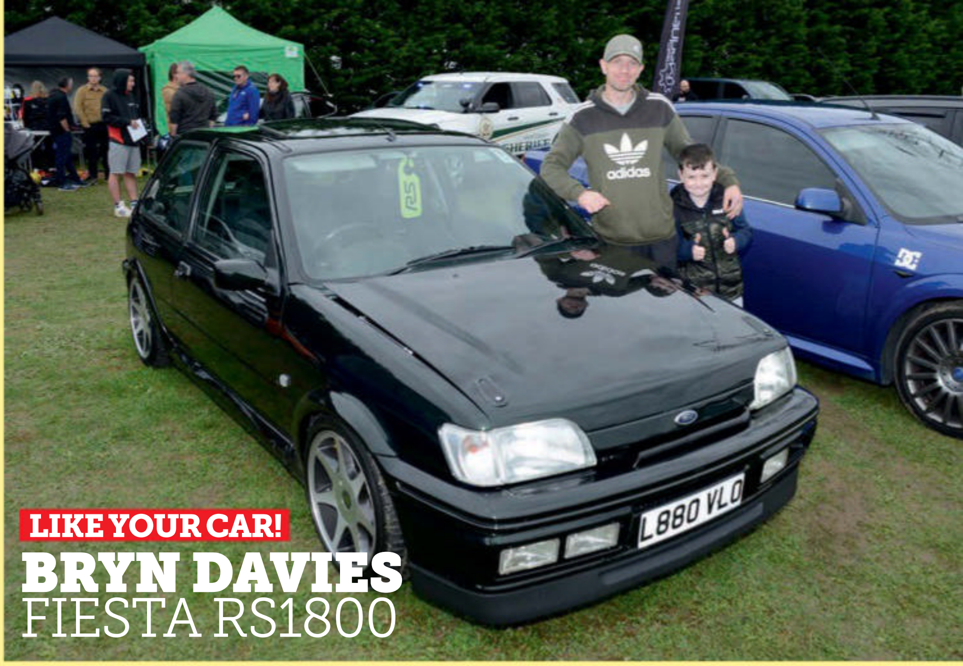
STEVE SIRRELL MK2 LOTUS CORTINA

Steve has known this Mk2 Lotus pretty much all its life, having first owned it back in the early 1970s. "It was later used for rallying but ended up being rolled and reshelled in 1979 using one of the last available factory-built shells," Steve says, "and I was fortunate to be able to buy the car back again in 1997." Since then, the 40,000-mile Mk2 has lived a relatively sedate life, having only covered 20,000 miles in the last 32 years. "I've kept on top of things and treated the 1558cc twin-cam to electronic ignition and a stainless-steel exhaust," Steve points out, "I'm hoping to give the original engine a full overhaul over the winter."

Twin-cam Anglia looks the part.

Below: good to see Ben's M47-powered Cortina Estate out and about.

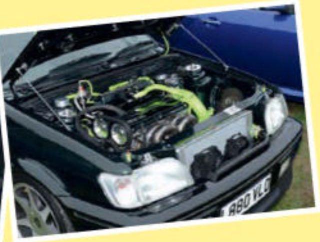
Pop 100E flies the flag for 1950s Fords at Squires.



LIKE YOUR CAR!

BRYN DAVIES
FIESTA RS1800

Fiesta RS1800s are a pretty rare sight these days, but fortunately this often-overlooked model still has its fans. One of these is engineer, Bryn Davies who bought this Tourmaline Green example as a standard car some 18 years ago. Barely recognisable in many aspects today, the Mk3 Fez has undergone a total transformation as the 1800 Zetec has been fully forged and now boasts a T4 turbo, BBX manifold, Pro alloy intercooler, Radtec radiator, Rover Tomcat plenum and Kent Cams fast road camshafts. "I used to work at Roose Motorsport, so I was able to make the bespoke hoses myself," Bryn says, "I also redrilled the 16 inch rims to fit the Fiesta hubs." Fitting the ST220 brakes and GAZ coil-overs must have seemed like a walk in the park in comparison!



CORTINA SAVAGE

Ford Heritage: Mitch Hughes set out to find himself a Lotus Cortina but came home with a car that's arguably much rarer — this 1969 Cortina Savage 3000E...

Words Mike Renaut **Photos** Adrian Brannan

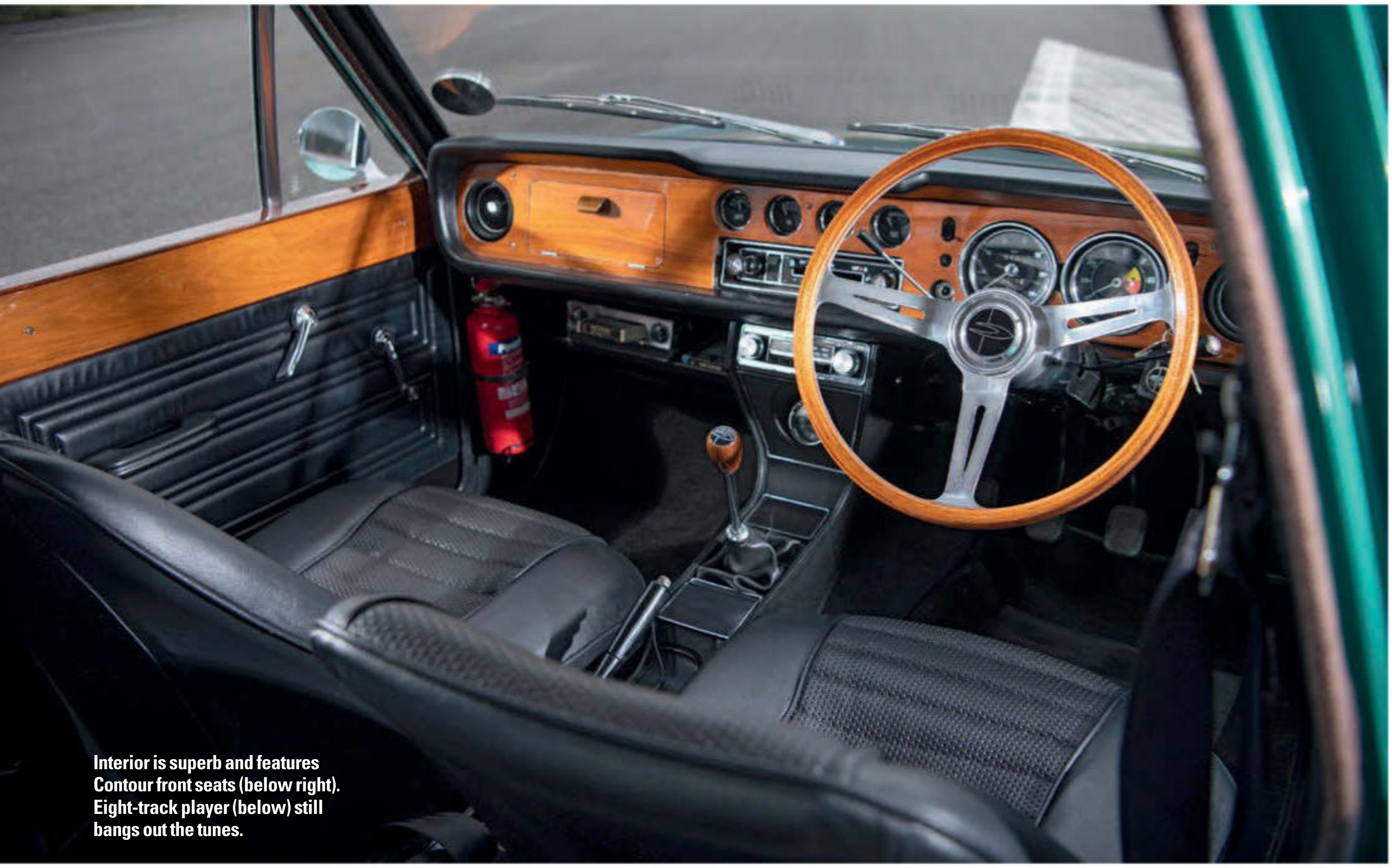
FORD
VYL 86G

You may recognise the name Mitch Hughes if you've been reading Classic Ford for a while, since this certainly isn't the first time Mitch has had a car in our pages, "It's actually my fourth time in the mag," says Mitch, "you previously featured my Mk1 Capri 1600 GT XLR, Mk3 Cortina GXL and Mk4 Cortina 2.0S." And this one is something pretty special, a Mk2 Cortina Savage.

"My dad Bill loved Mk2 Cortinas and had always wanted a 1600E," continues Mitch, "he never had one but I clearly remember a Super that he owned. After he died I bought a 1600E, back in 1981 and since then I've had 10 of them in all. But then I fancied an even more sporty one and started searching for a Lotus Cortina or maybe a GT."

That search back in 2021 quickly led Mitch online. "On one of the forums there was a guy called Paul Snall who was thinking about selling his Savage and I thought; 'I'm having that!' He was buying a Capri RS3100 and had owned the Savage for 12 years. After chatting with him I felt he was completely honest so, other than the photos he sent me, I ended up buying the car sight unseen."

The Savage arrived on a transporter late one evening, so it was the following morning before Mitch could find out ➔



Interior is superb and features Contour front seats (below right). Eight-track player (below) still bangs out the tunes.

exactly what he'd just bought. Fortunately, the impressions were good. "It was lovely. I'm very particular about keeping my cars clean and in mint condition, so I'll spend hours cleaning and polishing. I can't bear a car to get dirty and this one didn't have a scratch anywhere — even all the glass was unmarked. I was very pleased."

Jobs done

Paul had bought the Savage in 2014 after seeing it at the Classic Motor Show.

"I understand the previous owner before Paul, a chap called Dave Marston, spent lots of time and money restoring the Cortina and that certainly looked to be the case. The metalwork was done by a specialist in Wolverhampton, I believe it had new front wings and sills and then they also resprayed it in its original Aquatic Jade. Complete, factory-finished 1600Es were taken from the Ford assembly line for conversion and I've been told very few Aquatic Jade Cortinas became Savages."

Going by the period paperwork that accompanied it, the Savage was completed in April 1969. A letter dated January 13 shows Peter Newland of Woking visited Race Proved Limited (the company who produced the Savage, see boxout right) and, with a deposit of £300, placed an order for a Savage 3000E at a cost of £1704.

> **"I'VE BEEN TOLD VERY FEW AQUATIC JADE CORTINAS WERE CONVERTED TO SAVAGES"**

Optional extras of metallic paint, seatbelts, racing mirrors, a 3.5-ratio limited-slip diff, recalibrated speedometer, 8-gallon long-range fuel tank (with filler cap mounted behind the back window) and an Elpico locking radio aerial added a further £65.13. With another £5 for reflective numberplates and £25 for a year's road tax bringing the total to £1799. Being a Savage II means our feature car included polished wood interior, reclining Contour vinyl bucket seats, twin spotlights and reversing lamps, black cut-pile carpet, extra sound insulation, dual-tone horns and a spare wheel cover.

Under the bonnet is a V6 as fitted to the Mk4 Zodiac, which added 200 lb of extra weight. "During the restoration the engine was balanced and got uprated heads and completely new internals including a fast road cam and steel timing gear," explains Mitch. "There's a rolling road printout in the history folder saying it has 153 bhp at 5500 rpm. It pulls away in fourth gear at 5 mph so it's not lacking in torque either."

Indeed, the torque is 205 lb.ft at 3600 rpm — certainly up from the stock 192 lb.ft it had when brand-new, while out the door from the Savage workshops the bhp was 144. "The handling isn't fantastic, but going in a straight line the car is amazing. It's no bother doing over 100 mph." Road testers of the day agreed and found the

→

Cortina
SAVAGE

READY TO RACE

JEFF UREN'S RACE PROVED CONVERSIONS

Race Proved Performance and Racing Equipment Ltd of Hanwell, London was founded by racing driver, Jeff Uren. Having won the 1959 British Saloon Car Championship for Ford in a Zephyr he went on to compete in Anglia, Prefect and Cortina race cars, holding track records at several circuits and becoming Ford's Rally and Competitions Manager. As well as the Mk2 Cortina, Race Proved performed conversions on various Fords creating 3-litre V6 versions of the Escort — the Apache — and a Capri known as the Comanche. Amongst others there were the 3-litre Granada Seneca, 5-litre V8 Stampede Capri (at £4080, twice the price of a Savage) and the Easypower 3-litre Transit. Conversions were performed on brand-new or used Fords including estates and took about 10 weeks. A Cortina's transformation into a Savage included additional indicators, rerouted cooling and auxiliary fan, servo-assisted 9.6 inch front disc brakes with P16 callipers, uprated adjustable suspension with anti-roll bar and an LSD. It's thought as many as 1700 Cortinas were converted by Race Proved, including one Mk4, before the longterm effects of the 1973 oil crisis caused the business to close.

"IN A STRAIGHT LINE THE CAR IS AMAZING — IT'S NO BOTHER TO DO OVER 100 MPH"

Savage capable of 108 mph; three more than the Lotus Cortina — and at 8.3-seconds it was 1.6-seconds faster at 0-60 mph tests.

Hard to better

In fact, Mitch struggles to think of any downside to owning the Savage. "The brakes aren't great in spite of having servo discs on the front, but it's a 54-year old car so you allow for that. The suspension is quite stiff, especially since it has twin anti-roll bars on the front. The only other thing I don't like is how thin the Les Leston steering wheel's rim is, I'd much prefer that part of the car to be original. I might swap the original Weber 40DFAV carburettor for a 38DGAS since at times it is reluctant to start."

In the past three years since buying the Savage, Mitch has done a few small jobs. "Just tinkering really, the propshaft mounting holes had elongated slightly so I fitted a new prop, otherwise it's just needed service items. I haven't touched the interior, the electrics were fine and it's mechanically sound too. Even the chrome was in amazing condition, it's to die for — there's not a mark on it anywhere and, remember, it was restored 12 years ago.

"The only other job I've done was refurbishing the wheels since they didn't seal and I was finding the tyres were going flat. It's got Dunlop D1 wheels and I'm always getting told by 'experts' they're wrong for

Dunlop D1 alloys and badges are subtle clues this is no ordinary 1600E.

Window louvres are one of Mitch's period-spec additions.

Cortina
SAVAGE

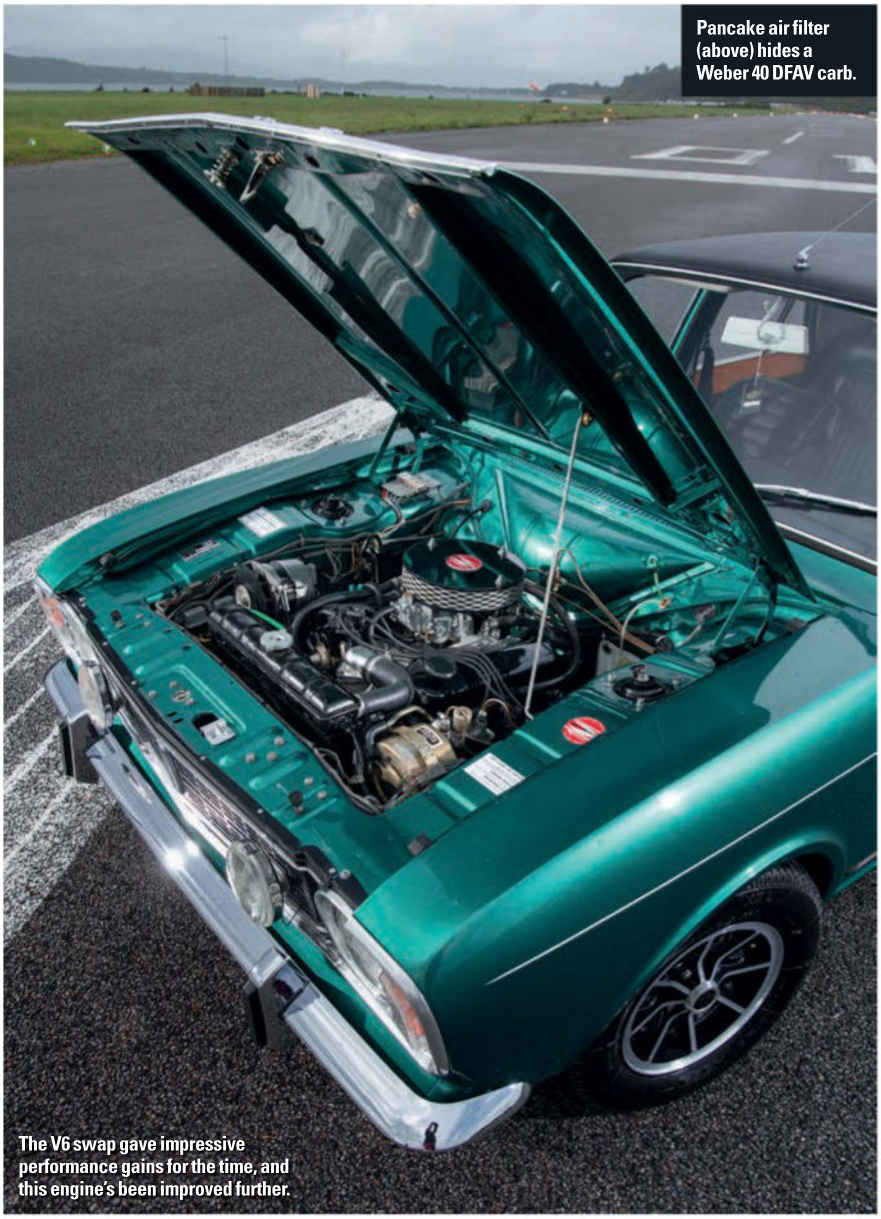
RACE PROVED
PERFORMANCE

the car since everyone assumes it's still a 1600E and the Savage badges are so subtle.

"The grilles on the C-pillars are painted body colour and I've been told that's wrong, but I'm quite happy with them the way they are. I've also fitted that louvred rear window blind. It's a very rare accessory piece and I'd seen it mounted on someone's Cortina on the Facebook group and loved it. So when I learned he'd sold the car I got in touch with the new owner and a month later he sold me the louvres. I was really pleased since they'll like hen's teeth and it was exactly the one I'd always admired.

"It's little things I enjoy about it, such as having one key that opens all the locks. I should drive it more," admits Mitch, "although I'm also very protective of the car, I'd hate to see it damaged. The power is amazing and with the overdrive on third and fourth it's like having a fifth gear. I've no intention of selling it, but I would still fancy a Lotus – although this is the rarer car. There can't be that many about still in their original specification." CF

Thanks to: Oban Airport and firefighter, John MacDonald for all their assistance with our photos.



Pancake air filter (above) hides a Weber 40 DFAV carb.

The V6 swap gave impressive performance gains for the time, and this engine's been improved further.

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Simon

Simon Woolley,
Editor

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www.newarkautojumble.co.uk

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December 20
https://shop.kelsey.co.uk/classic-ford-magazine

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January 9-12
NEC Birmingham, UK
www.autosportinternational.com

FEBRUARY

Small Ford Sunday
February 2
Bundoora Park, Melbourne, Australia
https://rsocvic.com

Retromobile
February 5-9
Paris Expo Porte des Versailles, France
www.retromobile.com

Race Retro
February 21-23
Stoneleigh Park, Warwickshire UK
www.raceretro.com

MARCH

Classic Car & Restoration Show
March 21-23
NEC, Birmingham UK
www.necrestorationshow.com

APRIL

Fordmeet Squires
April 6
Squires cafe near Leeds, UK
www.facebook.com

Techno Classica Essen
April 9-13
Messe Essen, Essen, Germany
www.techno-classica.de

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Goodwood Members' Meeting
April 12-13
Goodwood Motor Circuit, West Sussex UK
www.goodwood.com/motorsport

Drive It Day
April 27
Various locations across the UK
www.driveitday.co.uk

MAY

Classic Ford Show
May 11,
South Of England Event Centre,
West Sussex UK
www.classicfordshow.co.uk

JUNE

Players Classic
June 7-8
Goodwood Circuit, West Sussex, UK
www.players-show.com/players-classic

JULY

Le Mans Classic
July 3-6
La Sarthe, France
www.lemansclassic.com

European Ford Capri Revival
July 4-6
Weiswampach am See, Luxembourg
www.caprilux.eu

Bromley Pageant Of Motoring
July 27
South Of England Event Centre, Haywards Heath UK
www.bromleypageant.co.uk

AUGUST

Ford Fair
August 10
Silverstone Circuit, UK
www.fordfair.co.uk

SEPTEMBER

Isle Of Man Ford Fest
September 12-15
Isle Of Man, UK
www.iommotoringevents.com/fordfest

MAILBOX

YOUR LETTERS, EMAILS & SOCIAL MEDIA COMMENTS

LETTER OF THE MONTH

Our favourite letter, email or social media comment each issue wins one of Meguiar's superb Sunlight 3+ Detailer Inspection Lights worth £100! The perfect tool for inspecting your classic Ford's paintwork, this simple-to-use light allows you to identify pre-existing defects, check paint correction work, verify a paint match, or look for the presence of high spots after applying a coating. For details of the complete Meguiar's UK range, give them a call on 0870 2416696 **or visit** www.meguiars.co.uk.

MY FORDS

Reading the Consul/Granada guide in the October 2024 issue brought back a few happy memories for me.

As a schoolboy in the mid-1970s, the Granada Mk1 3-litre S had been my favourite car. (OK, maybe coming second only to an Aston Martin.) As such, I was always disappointed that Ford only saw fit to give the 3.0S a half page spread in their seasonal 'all models' catalogues when every other saloon in the Granada range - including the 2-litre base - got a double page. The thing was, you seldom saw a 3.0S on the road, even when they were current, unless it was in jam sandwich livery with a blue light on top.

As I grew older I never stopped yearning for a 3.0S, though it would be another 18 years - not until December 1994 - before I eventually got my hands on one. Finished in Neptune Blue, VNS 353R may not have been the prettiest example, but it drove exactly as I'd hoped. Even by mid-1990s standards, the acceleration was best described as urgent, and my car still sported its unique, three-spoke S steering wheel.

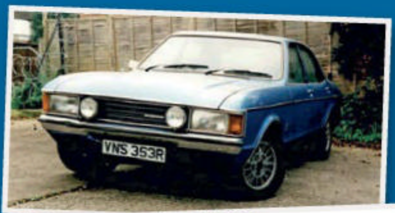
Surprisingly, I only kept that Granada for 14 months. With only a single garage at home, my motley collection of classics was variously scattered across a handful of rented lock-ups. But when we moved house and were 20 miles out of town, maintaining such a collection remotely simply wasn't practical and so I disposed of my entire fleet bar two. The 3.0S was foolishly sacrificed as part of that cull; it's a decision I have regretted ever since.

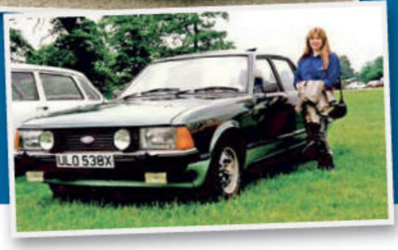
Early in 1988 I was saving hard to get married, but as our June wedding day grew closer, it became apparent we were still some way short of funds. Hence the decision was taken to sell my beloved Cavalier 1600SR to raise cash, downgrading to something cheaper in the meantime. The Cavalier sold to the first buyer who came to view that Friday evening and, needing wheels to get to work on Monday morning, the search was now on for another car. By Saturday afternoon I'd spotted a Granada Consort within the pages of Western Autotrader, a car which I subsequently purchased on Sunday morning. I'd sold the Cavalier for £2500 and bought this higher-mileage 1981 Granada for £1350. So much for downgrading - I'd gone from an X-reg Cavalier to an X-reg Granada and put £1150 in the bank!

ULO 538X was unusual amongst Consorts in that it was finished in Forest Green over Crystal (every other Consort I've seen has been two-tone grey). My car also came with the 2.3 V6 engine option, again unusual because most Consorts seemed to be fitted with the 2-litre Pinto.

Despite the larger engine, ULO always felt wanting. At the time I knew a local taxi operator who ran a fleet of white ex-police Granadas, removing the stock 2.8 V6 engines to replace them with more economical 2-litre units. Consequently, this taximan would occasionally have the odd 2.8 motor for sale. It was while waiting for such an engine to become available that I became distracted by an Opel Monza, which immediately solved all of my horsepower deficiency problems. Yet remarkably, despite keeping it barely nine months and having driven many interesting cars since, this green Granada remains one of my all-time favourites.

John Parker
UK





CONSUL V4/V6

Granada memories

It was fascinating to see the wonderful Consul and Granada in the October issue. As an impressionable 19 year old at launch in Spring 1972, I was handed the keys to a 3-litre GXL by the Cheltenham Ford dealer so I could spend a weekend at the wheel conducting a road test. I'm not sure that I knew enough, if anything, about executive life at that age to give a considered opinion, but who cares?

The car, CDF 700K, was off the road by June 1988, but a 16 year life was not bad for a car of that era.

Compare it with TPU 990W, a white Granada S Mk2, a Ford press fleet car acquired for a friend that only lasted 10 years. Mind you, it was a handy car to have because the twin spotlamps on the front of TPU made it look like an unmarked police car and it would empty a motorway fast lane even quicker than a flash of blues.

Granadas were the traffic car of choice in Gloucestershire, so when the Mk1 3.0S variant was replaced by the Mk2, the force bought all the cars it could and stored them in police house garages across the county.

Chasing speeding drivers in those Granadas with a single blue dome light and weedy two-tone electric horns was an interesting pastime during my trainee attachment to the traffic division after I joined the constabulary. One day my driver spotted a car of a type we had never seen before going way too fast up the M5; it had to be pulled! It turned out to be a Lancia Beta HPE in which an executive was busy showing off to three colleagues. He got a ticket to share with them.

One Sunday morning, we sat at junction 15 of the M5 in south Gloucestershire when a white Granada flashed through, heading north. It was too good to resist, so the chase began. We followed through the entire county, in the end calling ahead to West Mercia to intercept south of Worcester. When we arrived on the hard shoulder we were convinced it was the right car, but couldn't prove it so the driver was on his way again, hopefully with lesson learned.

I loved the Mk2, but when the Mk3 came out there was no saloon immediately. Coachbuilders Coleman-Milne beat Ford to it with its Windsor, a 10 inch stretch cleverly achieved despite the curvaceous Mk3 style and with a fibreglass boot lid. The treatment of the rear window was strange though, with a blanking plate each side in place of one of the glass panes on the hatchback. Coleman-Milne also made a good fist of creating the stretched Dorchester and Grosvenor limousines out of the Mk3. In fact Autocar ran a feature about how they cut the cars in half before putting in the stretch and setting out how some of the running gear was to police spec to cope with the extra weight. Despite the size they were good cars to drive.

Maurice Hardy
UK

105E memories

After enjoying the Anglia feature in the October issue, I decided to look through my old photos of past cars and came across an Anglia I owned.

This is my 1-litre race car which I raced in the early 1980s. It ran a full MAE engine but it had a sidedraught head fitted with Lotus twin-cam valves, it was great fun.

T Gregory
UK

YOUR PHOTOS

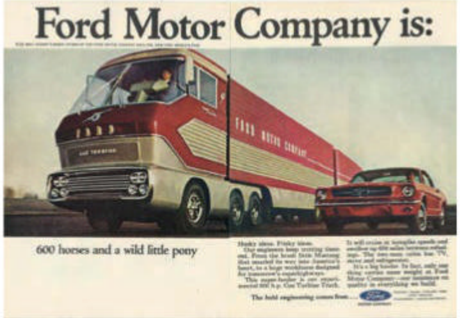
Cars, roadtrips, shows, tattoos… share your images right here.

Email hi-res images to classicford.ed@kelsey.co.uk or post them up on our Facebook page.

RJ-45-LR
Z-341-HJ

John van der Gaag: How's this for old versus new?

Johan Barnard: My Anglia is making good progress.



Ford Motor Company is:

600 horses and a wild little pony

Thom Palmer: Does anyone know if Big Red (Ford's gas turbine truck from 1964) has survived?

Tom Erik Kristiansen: Autumn in Norway.

Maritsa Superem Gouws: Our 1968 Mk1 Escort MK1 — pay attention to the decals on spotlights! It was built up by grandfather, father and grandsons.

Darren Grech: thirsty Sundays here in Malta.

Drag Times Cape Town: My 1730 Kent turbo Anglia. Current figures are 242 hp and 230 lb.ft on 20 psi of boost.

YOUR CARS

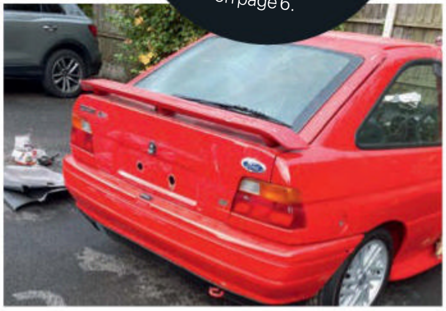
THE BEST OF WHAT'S DROPPED IN OUR INBOX THIS MONTH

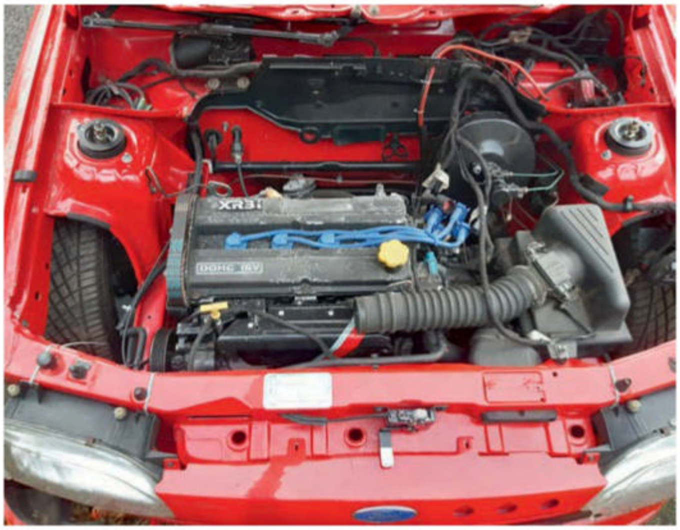
Show us yours! Email hi-res photos and details of your pride and joy or project to **classicford.ed@kelsey.co.uk**, or write to us at the address on page 6.

Ashley Partington

From: UK
Car: Mk5 Escort

"This is my XR3i project which I swapped for a Focus ST... It needs building back up and I need to get the correct headlights. It's also having a full, one-off exhaust from the manifold to rear box, oh and maybe a turbo!"





Ashley's Mk5 project is coming on strong.

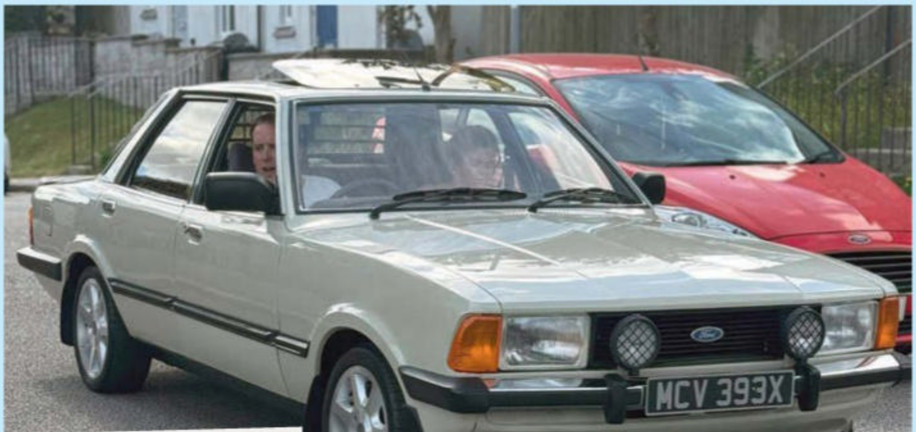
Mark Jenkins

From: UK
Car: Mk5 Cortina

"This Mk5 cortina started life as a 1.6 auto that my grandad brought when it was three years' old from the company he worked for," says Mark. "It started life as a company car and was supplied new by the local Ford dealer in our town and has never left the area."

"Grandad gave it to my dad then it was passed on to me and has now been converted to a 2-litre Zetec and manual gearbox — the car was restored around 20 years ago and is still in fantastic condition."

"I could inundate you with pictures," grins Mark, "but I've included one of the car towing a caravan in the mid 1980s (left) not long after my grandad bought it."

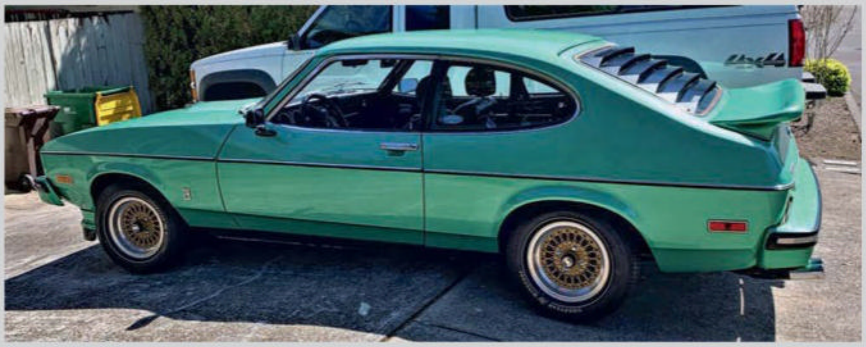


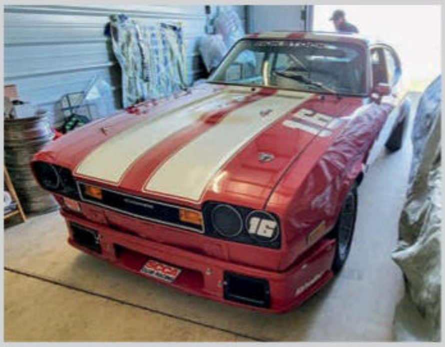
Rick Kiser

From: USA
Car: Mk2 Capris

"The green RSR Capri has covered just 4000 miles on it since we did the conversion on it in 1980," says Rick of Rokstock, "and has been stored in the owner's garage ever since. The red Mk2 2.8 race car is in amazing shape as well, and has been stored away since 1996."

"The green car has an amazing story — we did the RSR cosmetics and suspension on it, as the guy could not afford the entire RSR turbo conversion at the time. He was going to have us do the turbo set-up and lower the car to the RSR turbo specs at a later date but this never got to happen. I did several RSR turbos this way for guys that couldn't afford the whole package in one bite, but this RSR Capri has to be the best example of a Mk2 Capri in all of North America."



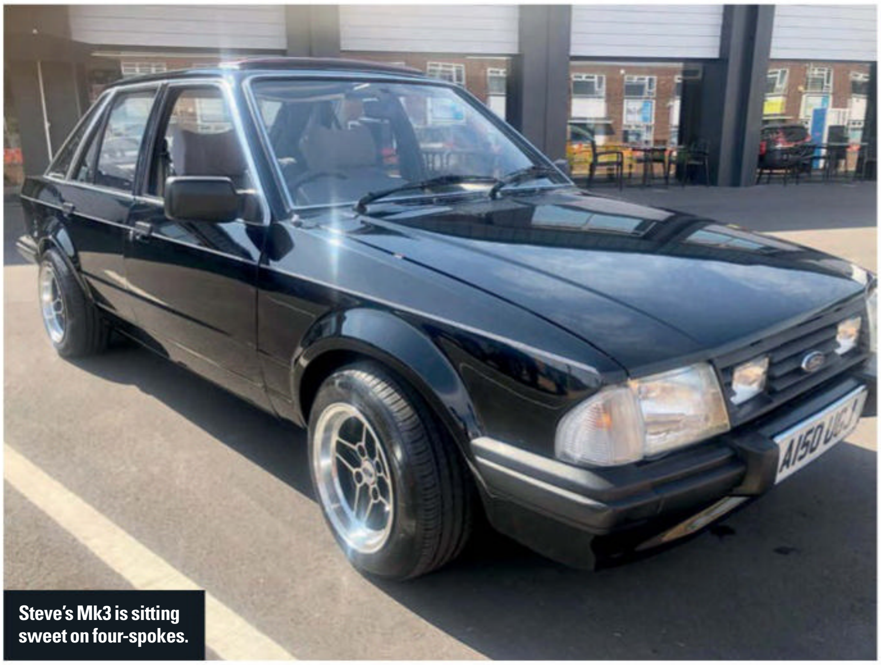


Steve Reed

From: UK
Car: Mk3 Escort

"My 1984 Escort 1300 GL has covered just 59,000 miles from new," says Steve of his stunning-looking Mk3. "Its first owner was Rolex — yes, even they ran Fords 40 years ago!"

"I'm happy with how the car looks now but there still a few bits to do in the engine bay and underneath — little by little as they say!"



Steve's Mk3 is sitting sweet on four-spokes.

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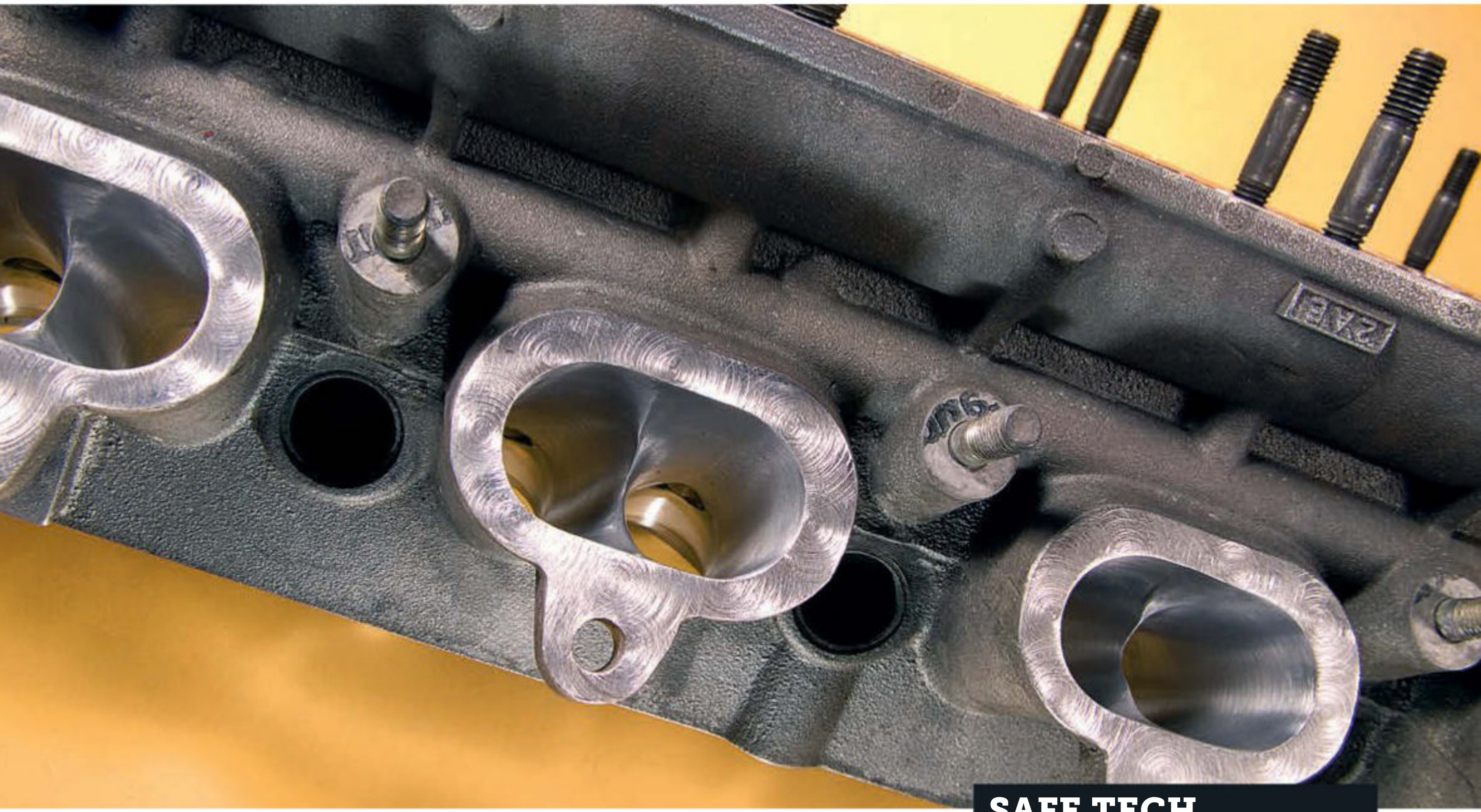


Contents

76 **Tuning guide:** NA Cosworth YB
How to go normally-aspirated.

80 **Our Projects:** Mk2 Orion
Ade's Orion attends The Gathering.

86 **Our Projects:** Mk1 Fiesta
Getting Jeff's ex-France 1.1S legal for the UK's roads.

88 **Expert Clinic**
Problem with your Ford? We can help.

SAFE TECH

When working on cars and using tools of any kind — especially power tools — always use protective gear: goggles, gloves, ear defenders, masks and a decent set of overalls are essential. A fire extinguisher is also advisable.

Never work under a car without supporting it with axle stands and if you're not completely confident of your ability to complete any task safely, leave it to the experts.

The ABC of tuning

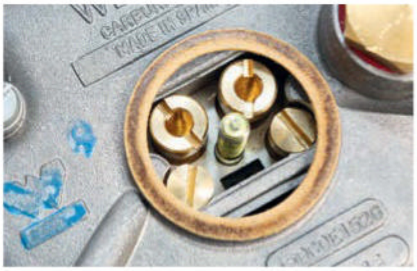
J is for... Jetting

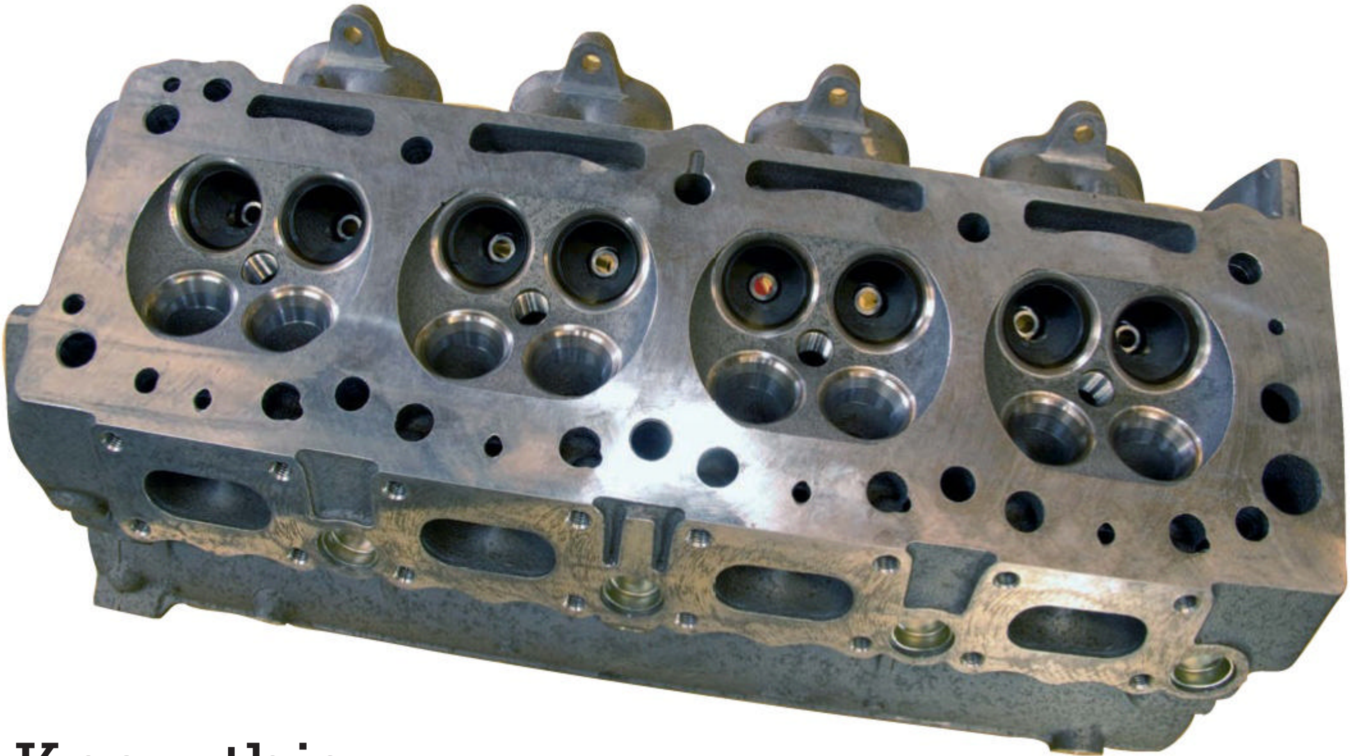
We all know the benefits of fitting a bigger carb, right? You know, more fuel equals more power, but this will only happen if you get the jetting right. Get it wrong and you could end up with too much fuel, which will never burn or — even worse — not enough fuel, which will cause engine damage.

When buying your carb/s, a good retailer should be able to supply a set of jets that will get you somewhere near the correct setting, providing you can tell them the spec of your engine. If they can't then you should probably think about shopping somewhere else.

Once you have your engine up and running, the only accurate way of checking the air/fuel mixture is to use a gas analyser, ideally in conjunction with a rolling road. Again, shop around, because a rolling road is only as good as the operator.

The gas analysing equipment will read the carbon dioxide (CO2) emissions from the exhaust pipe, which is directly related to the air/fuel ratio. For a race engine to develop full power the air/fuel ratio will typically be around 12.5:1, giving a CO2 reading of 1 per cent. By comparison, most standard road cars are around 14.5:1 or 1 per cent CO2, but these figures are used to gain maximum economy rather than maximum performance. For a fast road car you should be looking for a figure around 3 or 4 per cent CO2. Having a mixture that's on the rich side will have no serious detrimental effect on the engine. It will, however, sting you in the wallet and you won't realise your engine's true potential, as there'll be insufficient oxygen in the mixture to allow the fuel to burn. On the other hand, a lean mixture can have disastrous results. When an engine runs excessively lean, the temperature inside the cylinder will increase dramatically. Unfortunately, this will probably not show up on your temperature gauge and the only indication you'll get is when a piston melts!





Know this
NA COSWORTH YB

Turbos can be cool, but a screaming normally-aspirated twin-cam on sidedraughts really looks the part. Let's see what's involved in putting the NA back in a Cosworth YB head.

Words and Photos Classic Ford

The Cosworth YB didn't actually start out as a turbo engine at all. Its roots lie in a privately funded conversion for the humble Pinto engine. In the early 1980s, several people were looking towards producing 16-valve aftermarket head conversions for this engine, perhaps with a view to succeeding the mighty BD series. The intention was always to produce it as an aftermarket kit for punters to bolt to their own engines.

As is usual with a Cosworth project, it'd already given it the designation — YAA. The concept was nothing new: Holbay had already had a good go and there have been other versions from Piper and Warrior too. All are great conversions and produce a storming engine. What's more they go for big money.

But it's the YB that became famous when, as legend has it, Ford's Stuart Turner almost tripped over the so-headed engine during a visit to Cosworth. The rest is a history that we're all too familiar with. Ford commissioned the now-designated YB engine in turbocharged form for use in its new Sierra project, so it could dominate in touring car racing. Revenge was on its mind because that's exactly what it'd just had done to them, and since then the Cosworth Sierra has become a supreme legend in every form.

However, what if the engine had remained normally aspirated? How much power will it make and how do you get the power out of it anyway? It's true that the conversion to turbocharged form is very different to normal aspiration. The head is not the same at all and there are quite a few revisions: the cams need consideration, and then there's the induction — what do you replace the turbo with?

To find out, we see what it takes to remove the blow and replace it with suck.

Contact

Contacts:

Burton Power
020 8518 9127
www.burtonpower.com

Kent Cams
01303 248666
www.kentcams.com

H&H Ignition
01384 261500
www.h-h-ignitionsolutions.co.uk

The basics

The YB is based on a late Sierra injection block rather than the previous Cortina component. This later block is thicker and better suited to the strains of forced induction and later on racing.

As a side issue though, the RS500 competition version did have a purpose-cast block with further revisions, which were later available on the 4x4 version, which became known as the 200 block. Early examples had 205 cast on their sides.

The crank and rods differ greatly to the Pinto pieces they're based on and are super strong, since they're steel. They also have a different throw, while the Mahle pistons finish in a corresponding position in the bore to drop the compression. Hence, all you have to do to the bottom end is fit higher compression pistons to raise the level from a lowly 8.0:1. Normal street level is about 10.5:1 to eliminate problems with octane rating but big power comes around 11.7:1 plus. It's ideal to have a nine-bolt steel flywheel too — the standard Pinto component needs some help with location and working loose again with revs.

Apart from an RS2000 alloy sump and pick-up — which is the usual kit for fitting the engine in an Escort — the rest of the Cosworth bottom end is well up to the job. Also, it's best to make sure the rod bolts are new Cosworth or ARP units, too.

The head

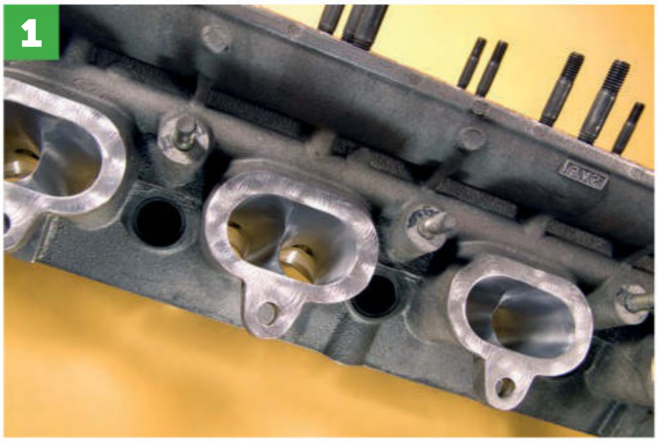
It's the cylinder head that needs all the work on a YB, which, as we've established, is set up for turbo applications. The ports are much smaller than a NA engine as the turbo literally forces the induction down them.

If they were large and still turbocharged, without further related modifications to complement them, the levels of lag would be seriously raised. This is something Ford didn't really want since the Sierra Cosworth also needed to be a road car with reasonably good manners.

It's common now to raise the port size in search of ultimate horsepower, even with a turbo-headed car, plus of course the same procedure was carried out on the race cars.

But in both instances this is undertaken by individuals in search of higher horses that are well able to accept the downsides that go with it.

1



Natural or atmospheric aspiration needs big ports simply to get as much fuel and air charge down the passages and into the chamber as possible without the aid of a turbo or supercharger forcing it down.

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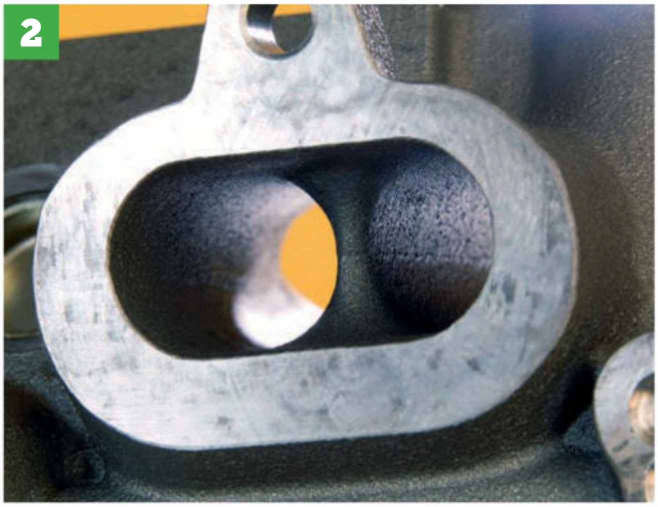
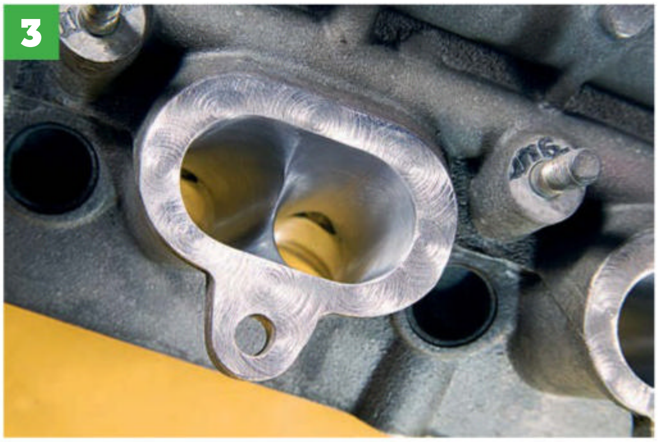


The normal port size is commonly raised to around 25 mm. There are many different heads in the YB range and some are more suitable than others for this work. The 4x4 head is better for ultimate porting since it has more meat in vital areas, which can be removed. It also has more generous water jackets too, which you can see from the head face — it has two cut-outs around the chambers rather than one.

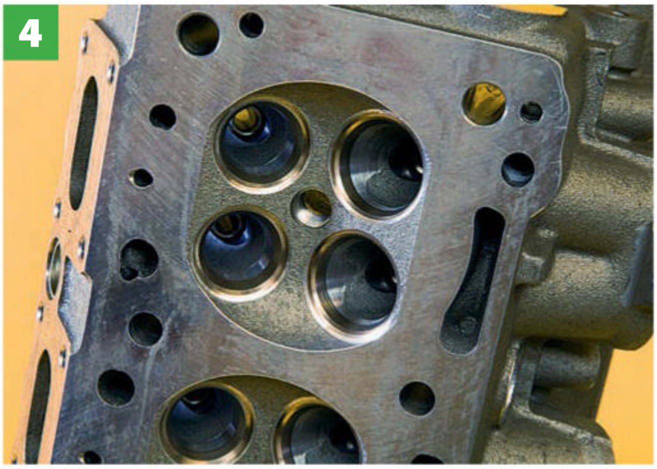
3



25 mm porting is seen as a minimum. If you know what you're doing you can go to 26 mm, but it takes a lot of research in terms of cutting scrap heads up to see where the material can be nicked here and there.

The head *(Continued)*

4



The throats are also heavily reworked, which is often a major cause of restriction. The area directly below the seat is usually cast to a slightly smaller size to it, to allow sufficient material to support them.

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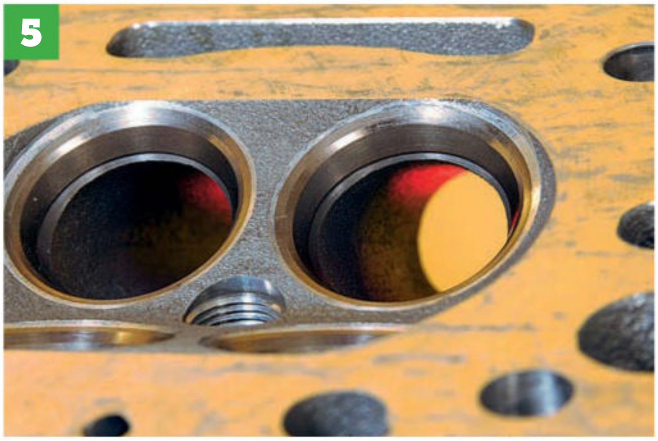
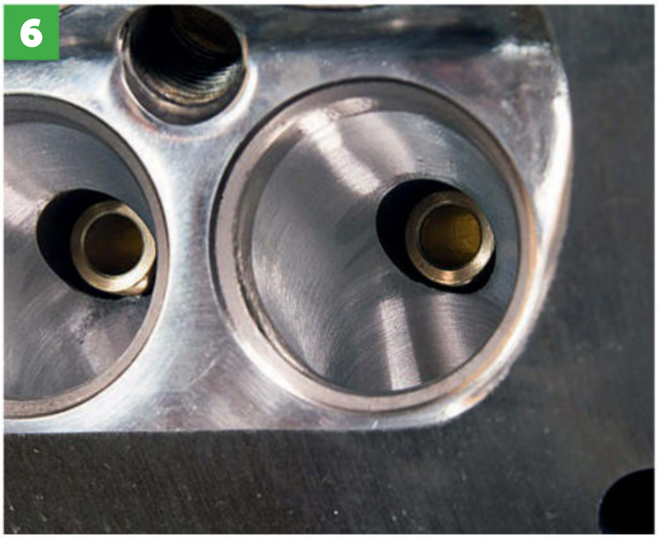


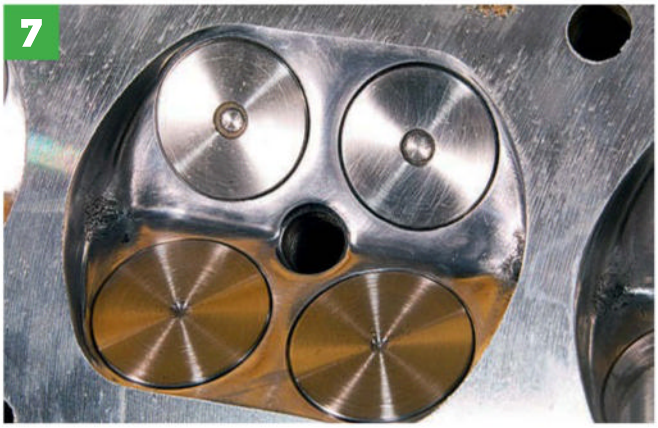
However, it's not really needed and can be machined away to lessen the restriction. In addition, nice slim valve seats are fitted to further open the passages up — every little bit helps when it comes to relying on atmospheric pressure along with the sucking vacuum created by the pistons.

6



The seats are usually cut down to around 1 mm for the inlet and 1.5 mm for the exhaust although the standard Cosworth valve size is already fine for normally aspirated power.

7



The combustion chambers need minimal work, blending in any sharp protrusions. Being a Cosworth head, though, these are pretty free from such problems anyway. Unless the head's badly distorted, it also gets the minimum of skimming — basically enough to ensure it's true and clean. With the piston combination generally used, the chamber size doesn't need to be severely reduced to get the compression up.

How much power?

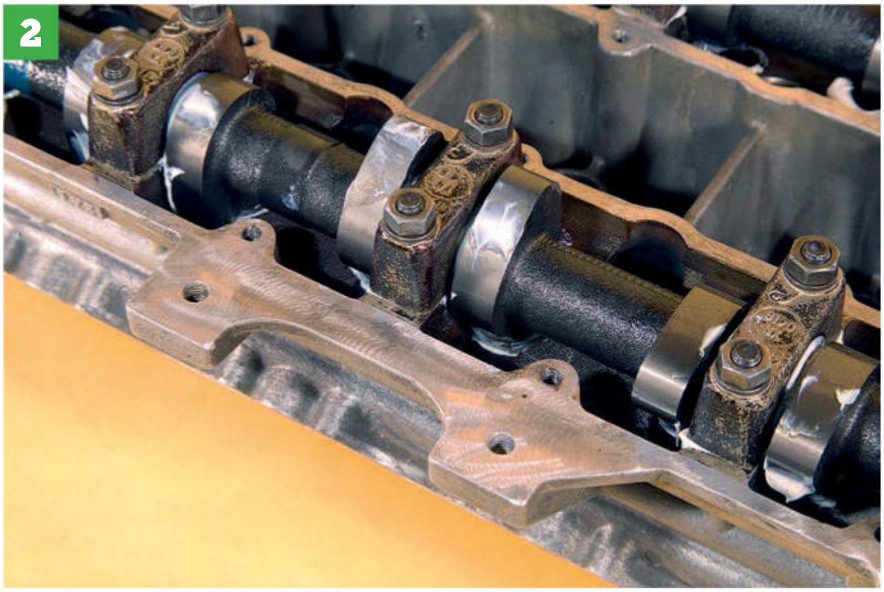
Compared to the turbocharged levels we're used to, normal aspiration figures won't set the world alight but they're pretty damn respectable for a twin-cam, 2-litre engine. What you should be seeing is power around 220 bhp for twin 45s and 225 bhp for 48s, with a peak of around 7100 rpm. Torque is strong too, pulling cleanly from around 2000 rpm and rising to a peak of about 185 lbf.ft. Again this is about the mid-5000 rpm level. This is good power with the proper sound track you'd expect from twin sidedraughts and definitely no lag. So is normal aspiration better than turbo? Well that's a personal choice, but don't you just love the sound of a screaming twin cam?

Camshafts

Turbo cams differ greatly from those for normal aspiration. In the main, they tend to be 30 degrees down on overlap by comparison, which basically means the inlet and exhaust valves are not open for as long in relation to each other as normal aspiration cams are. With these there's generally a larger amount of overlap between the intake and exhaust lobes. If this were carried over to a turbo engine, the incoming charge would simply disappear straight down the open exhaust valves since, after all, it's being forced in to the chambers. If there's an opening, all it'll do is use it since it's under far greater pressure than NA.

1

2



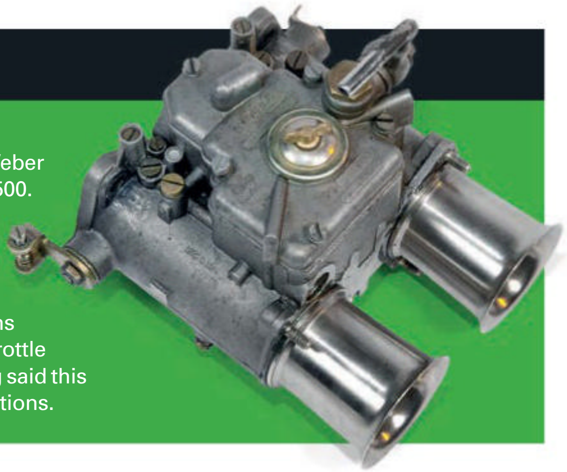
Leave the standard cams in place and you'll have so little power you might as well walk. So, in the bin they go and are replaced in this case by a pair of Kent Cams CW23s. These are a hydraulic profile and part of Kent's Supersports range, which means they need some machining work to make them fit. In some heads that may mean relieving the castings since the amount of lift means the size of the lobes is very tall.

Duration is also pretty high on these cams at 294 degrees for both the inlet and exhaust lobes. Compare this with a Group-N turbo cam, which is around 241 degrees and you'll see it's up quite considerably.

So too is lift, which on the CW23s is 0.445 inch (11.30 mm), compared to 0.335 inch (8.50 mm) for the Group-N turbo. But it's the overlap that truly reveals the difference — timing for the Group-N is 6/55 50/11, which means there's a mere 11 degrees of overlap — a true turbo cam.

By comparison, the CW23s have timing figures of 41/73 73/41 and that means a whopping 82 degrees of overlap. That's with Kent's cam timing figures, which, being independent of each other — since the YB's a twin-cam head — can be altered on the dyno for optimum power via vernier pulleys.

Induction



Selling the turbo means you'll have to sort something in the way of induction, otherwise the car won't go! What you need is an inlet manifold to accept twin Weber sidedraughts. Manifolds are readily available from Burton Power — part no SC500. From these you could attach a pair of either 45DCOEs or 48 DCO/SPs.

However, this manifold means you could also fit throttle bodies and full engine management too. This won't give you more power but will make for a smoother, more driveable engine. Using this system also answers the question of ignition — a computer controls it. Sticking with carbs, though, means several choices: mapped ignition with a crank trigger and 3D potential with a throttle pot, or you could fit a Lumenition system inside a stock Pinto distributor. Having said this there are several top-quality electronic distributors including H&H Ignition Solutions.

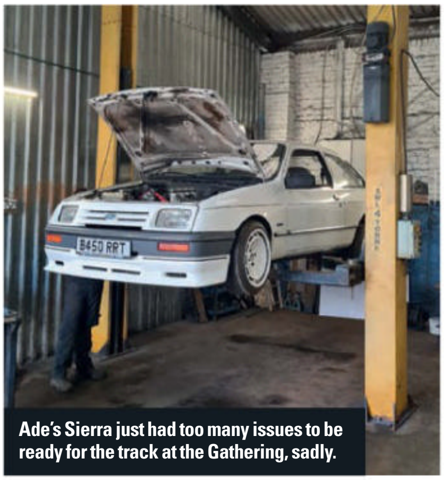
What's been done this month:
Fixed the Orion and took it to the Retro Rides Gathering

Next on the to-do list:
Fix the Sierra

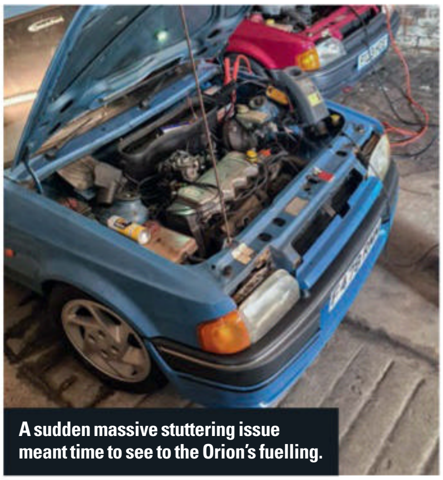
Ade's Mk2 Orion

The mighty Orion has been roadtripping again — this time to the equally-mighty Retro Rides Gathering. But did it behave itself?

As much as we love our favourite one-make shows at Classic Ford, when the dates don't clash there are some multi-marque events which have to be regularly attended. The Retro Rides Gathering is always high on the list of must-do shows. And to call this just a show isn't doing it justice, it truly is a gathering of likeminded enthusiasts and freaks. Here the modified classic reigns supreme, and the lower and the more obscure the better! It's not abnormal to see outrageous one-off builds with crazy engine conversions at this show, but that doesn't mean standard or more subtle builds aren't welcome. The Gathering really is about simply getting together and appreciating each other's cars and company. Quite often in a less than sober state in the legendary campsite, too. Personally, I normally despise camping to my very core, but every year I take the plunge, erect a half-baked tent (or crash out in a passenger seat) and love every minute! Good company surrounded by the coolest cars really works wonders when it comes to numbing

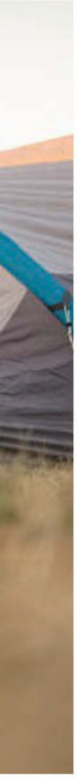


Ade's Sierra just had too many issues to be ready for the track at the Gathering, sadly.



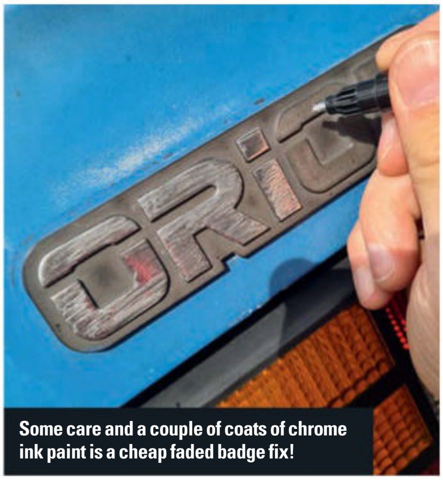
A sudden massive stuttering issue meant time to see to the Orion's fuelling.

Original Weber off and all gaskets and diaphragms changed.



The often-forgot internal carb filter wasn't too dirty, but was replaced anyway.

Inlet manifold gaskets also replaced, and the fault was sorted.



Some care and a couple of coats of chrome ink paint is a cheap faded badge fix!

A Mk1 Ghia plate infill on a Mk2 L? No it's not the norm, but it's what Ade fancied!

Jenny's 300 mile trip was flawless, well apart from finding the Orion a bit short on legroom!

the pain of playing homeless for a weekend. Also taking to the track on Sunday — the main show day — keeps the Saturday night's antics in check. The Gathering really does have it all. A social start, a show as polished or casual as you like, plus for the past couple of years some great fun around the entertaining Mallory Park circuit.

Two-car plan

This year my plan was quite ambitious. I would take my Mk1 Sierra down and use it on track plus girlfriend, Jenny would drive this year's star of the fleet — my raffle-win Orion — down the M6 to be in the show.

Why take two cars? Well, carting loads of camping nonsense is one reason, if one breaks we'd still have another as back-up, plus why the hell not? If you have them, may as well use them! Sadly though as much as I tried the Sierra just wasn't ready in time, but that and it finally being brought back to life is a story for another feature. Instead, I ended

→

Cars parked, tents pitched, time to party!

Once the most common street furniture, now a modern classic, the once ubiquitous Mk1 Mondeo

Colour coded coned protection for your RS2000 at the Gathering.

up taking my very un-Classic Ford E36 BMW for track use, but Jenny stayed Ford loyal and appropriate for this magazine by driving the Orion from central Scotland to Mallory Park near Leicester some 300 miles away.

Stutter time

Things didn't start well though, as although I had been racking up the miles in the Orion with no hassle, as everything seemed to have settled down after months of several calamities one more struck. With no warning the car developed a horrendous stutter, and I'm not talking a little flat spot, I mean kangarooing, cutting out and running at little less than just flat out! With the ignition system ruled out the issue had to be fuel. There was plenty petrol getting to the carb, but either it wasn't going through carb properly or there was a bad air leak messing up the mixture. Spraying Easy Start around the carb seemed to stabilise things slightly, but not reliably enough to point to a definite air leak. A clean out of the carb didn't help either, so it was time to buy parts. A rebuild kit for the carb seemed the best way plus an inlet gasket for the manifold seemed a wise move too at the same time. With the fuelling side of the engine removed it was apparent that the inlet manifold gasket had seen better days, plus the internal carb gaskets had been reused a few times too many and were breaking up. Also the kit included diaphragms and the all to easily forgotten little gauze filter. With everything reassembled we were all good! The Orion was back to behaving properly.

Spoiler alert

I'd bought and got to work on another Sapphire Cosworth spoiler, but yet again it was worse than expected, so abandoned again! Instead I added a little unusual feature, a Mk1 Ghia rear plate infill. 'It's not the correct one' I hear the purists cry. No it isn't, but this is period 1990s style modifying and that's exactly the kind of thing we'd have done. Plus I was just

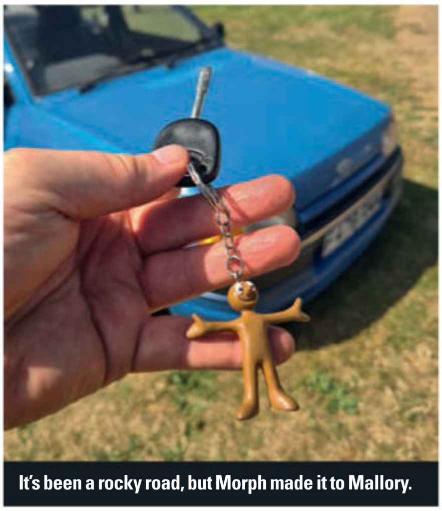
→

Does it get any more 1990s than a burnt orange Mk6 Escort Cabrio?

Josh Woods' Orion Classic looking even more immaculate than when we featured it a few years ago.

Deservedly so, a full feature on this gorgeous Mk4 is coming soon.

Home-made contraptions are traditionally often chugging about the campsite.


It's been a rocky road, but Morph made it to Mallory.

The <Diversion> club stand is always an eclectic and well-travelled selection of cars and people.

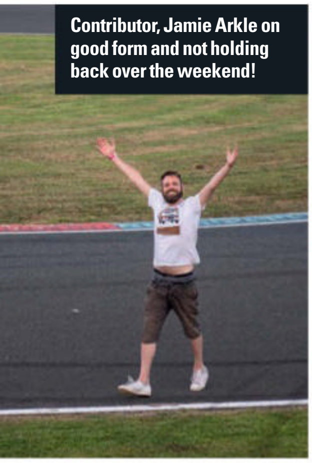
Kev's legendary tat auction on the Saturday evening cannot be missed.

MR. BEST
Simply the Best!
Q970 HAC

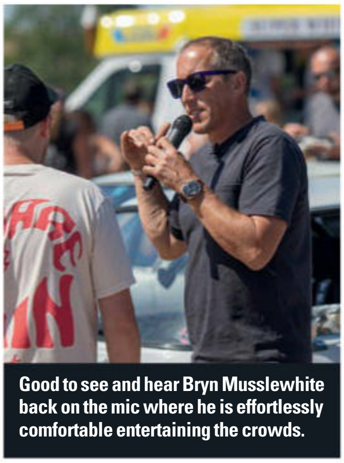
A Transit any newer than a Smiley just isn't acceptable to sell ice cream from.

Who'd have thought a basic Fiesta with an RS accessory kit and OEM three-spokes would look so fresh over 30 years on?

Phil Maeer's RS2000 still looking awesome six years on from being featured in Classic Ford.

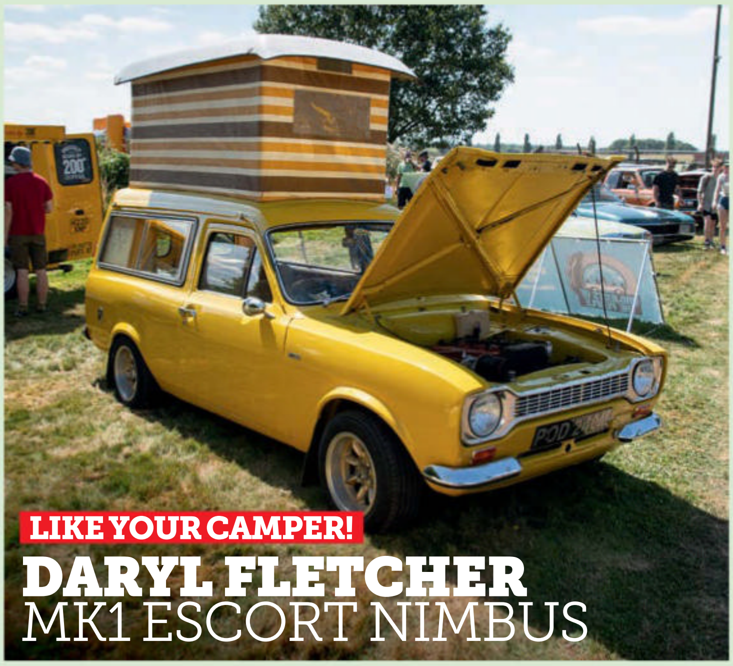


Contributor, Jamie Arkle on good form and not holding back over the weekend!



Good to see and hear Bryn Musslewhite back on the mic where he is effortlessly comfortable entertaining the crowds.

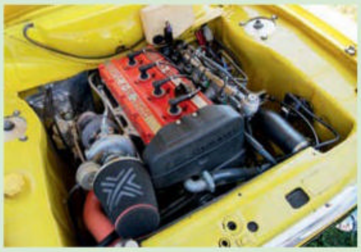
Good effort when your Mk1 Cortina is towed by a Mk2 Transit!



LIKE YOUR CAMPER!

DARYL FLETCHER
MK1 ESCORT NIMBUS

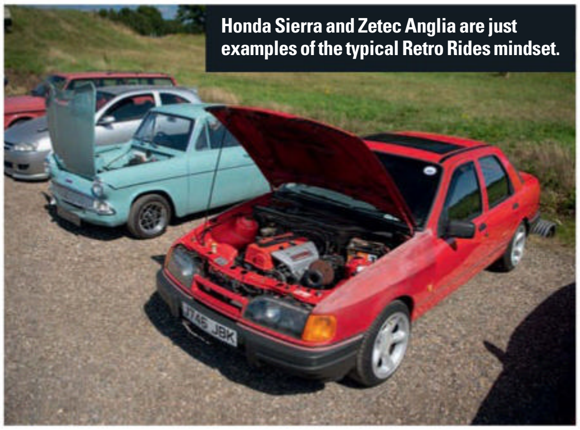
Daryl has owned this unique Escort 24 years since buying it as an original 1.3 Nimbus camper needing a full resto. When the bodywork was complete he thought on a whim, 'Why not use my spare Cossie engine in it?'. The YB fitted has typical Cossie specs with an NMS live-mapped YB running around 340 bhp on greens with the usual supporting mods. Some space limitation of the Escort means the header tank had to be cheekily incorporated into the inner wing and a fairly compact 4x4 intercooler and custom radiator have been used. Daryl says there's never been any issue with heat though, even on his long-haul holiday trips! Yes, this really does get used as a proper camper, and has a little kitchen inside and bike on the back! Originally his mates thought it was a bit of a joke, but once they saw it in action they soon changed their minds!



curious to see how the combo would look, and I have to say I like it! A quick bit of metallic silver pen paint on the faded tailgate badges and we were good to go.

The drive down in convoy with a crowd of mates in an assorted selection of old cars from cherished classics to novelty shonk for the weekend to old dailies getting a taste of show life is always entertaining. On arrival the campsite antics of sorting tent-stuff out was as shambolic as expected, but drink was involved, there was the renowned tat-auction to visit and the Saturday had no plans other than nursing a headache, so it was full on party time. One of the most fun parts of the weekend is a wander around the campsite with a torch checking out what cars have made it that year!

I may have been sad that the Sierra didn't make it on track, but the E36 was great fun and I vowed to bring a Ford to the next Mallory event soon after — FordFest — no matter what. In the end it was also good that we brought two cars, as one of the Scottish convoy cars driven by Lewis had complete engine failure on the sighting lap, so the Orion was donated as support car for his and Ross' trip back north. Thankfully the Orion kept its reliability streak going for that! CF


Honda Sierra and Zetec Anglia are just examples of the typical Retro Rides mindset.

RS5000? What's going on under the bonnet of this X-Pack Escort?

Compomotive TH1370s on a low Fiesta Quartz. The excellence and simplicity is mind blowing. Easily one of Ade's fave cars of the show.

DS Motorsport have been looking after this stunning winner of the Manx Historic rally for over a decade now.

LIKE YOUR CAR!

ROB MAEER
MK2 ESCORT

Rob and his Escorts are legends on the classic Ford scene. His previous white Mk2 caused quite a stir going from immaculate show spec to a faux-patina look while still retaining solid condition throughout and a powerful Cosworth YB under the bonnet. The latest Mk2 is a true all-rounder. A superbly straight two-door shell with a cheeky bit of faux-patina once again, only this time slightly more subtle. Under the bonnet it's the signature YB turbo. It may be obvious, but many would argue it's the finest choice possible for a Mk2 Escort. It's not all retro show and no-go though, with awesome period mods like banded steels with Moon discs and tinted sunstrips here though, Rob was more than happy to attack the Mallory Park circuit with his Escort. It really does deserve the trailer-queen mocking sticker it wears on its back-side!

Photo: Kieran Carpenter.

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Ford Escort Mk2
Needs Restored

Ford Escort Mk2 1.6 GL
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Ford Capri 3.0 GT XLR
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Ford Cortina 3.0 GLS
Very Good Original Car

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Ford Granada MK1 Ghia 3.0 Manual
Very Good Condition

Ford Escort RS1600i
Very Good Original Car

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Jeff's Mk1 Fiesta

Having driven his super-early Fiesta 1100S over from the Continent, Jeff set about getting it UK-registered.

What's been done this month?
UK registration completed

Next on to the to-do list:
Get out on the road.

Thanks to:
Kingstown Shipping, www.kingstown-shipping.co.uk

Mitesh Parmar from www.fiesta-mk1.co.uk

Having successfully managed to bring my recently-purchased 1976 Mk1 Fiesta S from its previous home in the south of France back to my base in Somerset (see October issue), next came the job of registering the car in the UK. This all seemed straightforward when researching the task beforehand, but there was an unexpected sting in the tail.

You have 14 days to tell HMRC after you bring a vehicle into the UK permanently by using the Notification Of Vehicle Arrivals (NOVA) service. Following the advice on the government website, I was confident I could do this myself as a non-VAT registered company or private individual, as I had brought the car in using the Channel Tunnel or ferry. However, since October 2022, HMRC has no longer been able to issue manual calculations themselves for cars brought in this way — that's despite what it says on the government site (and still said at the time of writing, two years after the rule change!).

The only option I had was to use a customs agent. I used Kingstown Shipping in Hull for this, which charged £120 for the service and impressed me with its speed, efficiency and communications. I had to fill out five customs forms and include both a copy of the bill of sale and the registration document. The taxes to pay could then be calculated.

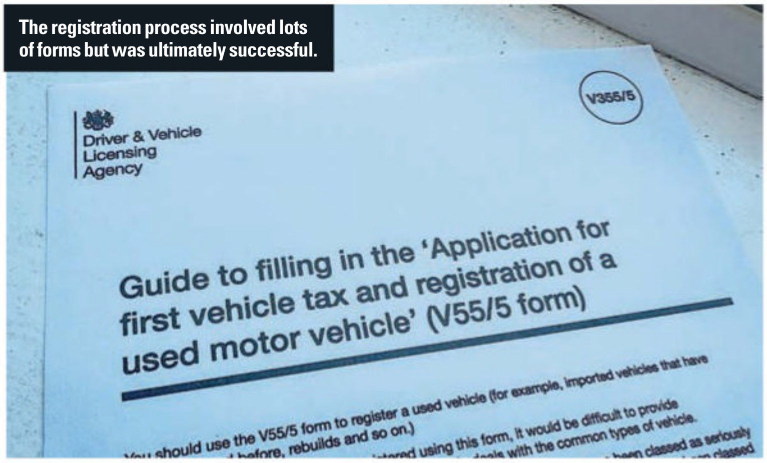
You'd normally pay 20 per cent VAT on the price of the car, but if it's over 30 years old, is no longer in production and is unmodified from its original form, that drops to 5 per cent. So, although I had another £120 or so to pay on top that I wouldn't have needed to pre-Brexit, the blow was a relatively soft one.

Thankfully with a car over 10 years

Swapping the headlights for right-hand-drive items.

TNT 358R
TNT 358R

The new numberplates were soon 'distressed' the match the car's patina!



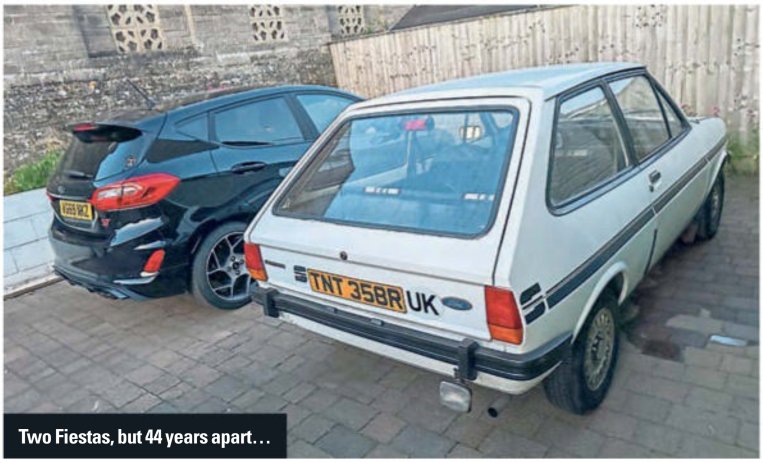
The registration process involved lots of forms but was ultimately successful.

V355/5

Driver & Vehicle Licensing Agency

Guide to filling in the 'Application for first vehicle tax and registration of a used motor vehicle' (V55/5 form)

You should use the V55/5 form to register a used vehicle (for example, imported vehicles that have
before, rebuilds and so on.)
using this form, it would be difficult to provide
deals with the common types of vehicle.
been classed as seriously



Two Fiestas, but 44 years apart…

old, a Certificate Of Conformity is not needed. But while the age of the Fiesta meant it was MoT exempt, I opted to get it tested regardless. To prepare, I removed the rear fog light as it was on the wrong side (it doesn't need one by law anyway due to the car's age, but I will refit one) and changed the headlights for a pair of right-hand-drive ones bought on eBay. The car passed its MoT with no issues, which went some way to vindicating my long-haul gamble.

Pushing paper

Then it was on to the next stage. As well as the successful NOVA paperwork, you need to send the DVLA evidence showing the date the vehicle was collected, such as the seller's invoice, plus the original foreign registration document (which you don't get back), a completed V55/5 DVLA form, and proof of address. Keen to ensure my application went through first time, I also supplied a dating latter from the very helpful webmaster of www.fiesta-mk1.co.uk, Mitesh Parmar, revealing the car was built at the Saarlouis plant in Germany during November 1976 — three months ahead of the UK launch.

I was also keen for Mitesh to prove it was a genuine S model, as the French documents don't carry this information. It is, in case you're wondering, and the Ghia alloys are a genuine option that are even listed on the car's factory ID plate.

Furthermore, I also supplied photos of the chassis and engine numbers, as well as overall shots of the car. It's frustrating that you must pay the £55 registration fee with a postal order or a cheque in 2024, but otherwise I couldn't complain. About three weeks later, my new V5 arrived, along with the documents. I duly bought some UK numberplates, before ageing them to be more in keeping with the patina of the car. Yes, I'm weird like that.

So, with the Fiesta legal for use on UK roads, I could finally start enjoying it. That enjoyment has so far entailed touching up some paint, replacing a noisy water pump and changing the oil, but more exciting developments are surely just around the corner.

IN THE WORKSHOP

The Classic Ford fleet: our projects and rolling restorations

Simon Woolley
Mk1 Cortina

Simon's been working through a growing snagging list on the Mk1. Update next month…

Gavin Hutton
Mk1 Cortina

Mike Johnson
Mk1 Fiesta

Ben Szanto
Mk1 Cortina

Gavin Hutton
Mk1 Cortina

JJ Gallagher
Mk2 Escort

Jason O'Halloran
Anglia 105E

Simon Holmes
Mk1 Sierra

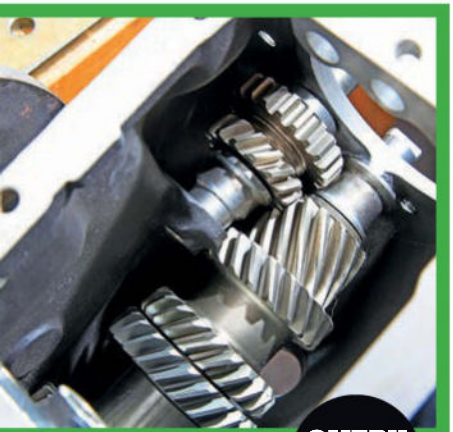
Adrian Brannan
Mk2 Granada

Adrian Brannan
Mk1 Sierra

Graham Leigh
Mk3 Capri

EXPERTCLINIC

TROUBLE WITH YOUR FORD? SEND IN YOUR QUERY AND WE'LL SORT IT OUT



QUERY OF THE MONTH

Three-rail upgrade

Q I'm building a hybrid Pre-Crossflow/Crossflow 1700 to go in my Anglia 105E. What gearbox would you recommend? I have the original remote three-rail 'box, and would prefer to use that as it means not chopping into the tunnel. Could I just find a bellhousing to suit? And will the 'box cope with the new power?

Bob Cope
UK

A *If you don't want to cut the tunnel, then the best thing to do would be to get hold of the closer-ratio three-rail 2000E gearbox (or buy an aftermarket gearset or ultra-close ratio Bullet gearset), and either have the gears fitted into your original gearcasing by a specialist such as BGH Geartech, or if you buy the whole gearbox, swap the tailhousings over to suit. You won't need to change the bellhousing. Standard 2000E 'boxes are rated up to around 120-130 bhp so one should be fine for your engine, and obviously uprated gearkits will take a fair bit more power.*

Tuning 950s

Q I currently own a Mk1 Fiesta that I plan to fully restore when I've got the time, space and money. A lot of people say that the 950cc engine which I've got is difficult to live with, as it is slow and doesn't hit more than 50-55 mph. Is this true, and is there anything I can do to the engine to get it to 70 mph?

Colin Palmer
UK

A *Ford claimed a heady top speed of 79 mph for the 950 engine, which for 40 bhp is none too shabby, so yours should hit the magic 70 with ease. If it doesn't then there's something amiss, but it's nothing a decent service and getting your local garage to check the timing and carb settings are spot-on, would sort out — assuming the engine is in basically sound condition.*

The 950 is not a popular engine to tune, but porting the head and fitting the carb from the 1300 would give some good results. However, it's far easier (and cheaper) to fit the 1300 engine instead — assuming your insurance can stand it.

Anglia suspension

Q I have a 1964 Anglia 105E with a 1200 Pre-Crossflow motor, and I'd like to perform some changes to improve the safety as well as the visual aspect of the car.

In Portugal, the law does not allow for significant changes, but I would like to fit telescopic dampers to the rear, disc brakes to the front struts and lower the car by 1 inch. If you can tell me how can I perform the changes, and how to acquire the parts, I'll be very grateful.

Carlos Fernandes
Portugal

A *We're not too familiar with the laws on modifying cars in Portugal, so we'll answer this if it was a UK car.*

First off, the rear dampers – Milton here in the UK produce a bolt-on telescopic upright damper kit for the 105E. This will make a world of difference the handling of your Anglia. They also do a weld-on version (as do Team Deville) which is cheaper, but obviously not as easily reversible.

Milton again produce a bolt-on disc brake conversion kit for the standard struts based around Mk3/4 Escort or Nissan Micra callipers. The standard struts however, are one of the Achilles heels of the 105E as you can't get lowering springs for them in order the drop the car by 1 inch, as you ask. There are ways around it but none of them are particularly satisfactory and ultimately the most practical solution is to convert the struts to adjustable platform and using 2.25 inch ID springs. But if you're going to go to all this trouble you're better off converting Mk2 Cortina struts instead – not only will this give you a greater range of brake options but also allow to you fit a steering rack, too.

Lowering the rear is far easier – bolt-on (or weld-on) lowering blocks are readily available in 1 inch.

Contact

BGH Geartech
01580714114
www.bghgeartech.co.uk

Milton
01234826827
www.miltonrace.co.uk

Team Deville
01775711082
http://teamdeville.co.uk

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SLIPPERY WHEN WET

GT40s, Falcons, Cortinas and more took to Belgium's iconic circuit for the Spa Six Hours.

Words and Photos Jeannot Boesen

GT40s ready for the fight.

The 31st edition of Spa Six Hours was held in late September at the Ardenne circuit of Spa Francorchamps. More than 10 different categories like Legends F1, F2 and F3 cars from the 1960s trough the 1980s, Legend Sports Cars and Touring Cars, Pre-War Sports Cars and Interseries showed interesting races in very difficult weather conditions. Heavy rain and wind didn't made it easy for the drivers to bring their classic race cars back to the pits in one piece. The Pre '66 Touring Cars was won by M Whitaker (Mustang), second R Ward (Falcon) and third M Russell (Mustang). In fourth place we found P Reynolds in a Lotus Cortina.

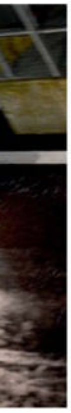
Impressive in the rainy conditions were the F1 cars with their great-sounding Cosworth DFV V8 engines. But the main race was the 6-hour-race with 80 cars at the starting grid, which was filled with blue ovals. No less than 22 GT40s, 11 Mustangs and a few Falcons and Galaxies brought a lot of action around the circuit. At the end the race was won by multiple Indy 500-winner, Dario Franchitti, his brother Mario and WEC-driver André Lotterer in GT40 car number 41. Second place went to the team of Hart, Hart and Pastorelli in the GT40 number 8 and third place were Shedden, Berker and Butcher in a Lotus Elan.

The Touring Car-Class was won by Van Lanschot, LeBlanc and Wills in the Falcon number 79, second place for Kellen, Munhowen and Schiltz in the Mustang number 64 and third place the Mustang number 616 with Adriaans, Adriaans and Van Lieshout. Outside the track in the Rallycross arena was a small celebration of the 60th birthday of the Mustang, organised by the Mustang Club of Luxembourg and the Ford Store Paul Wengler with over 100 cars at the display.

Spa Six Hours returns in 2025. CF

CONTACT

Spa Six Hours
www.spasixhours.com/en



Adriaans and Van Lieshout finished third in their class and 29th overall.

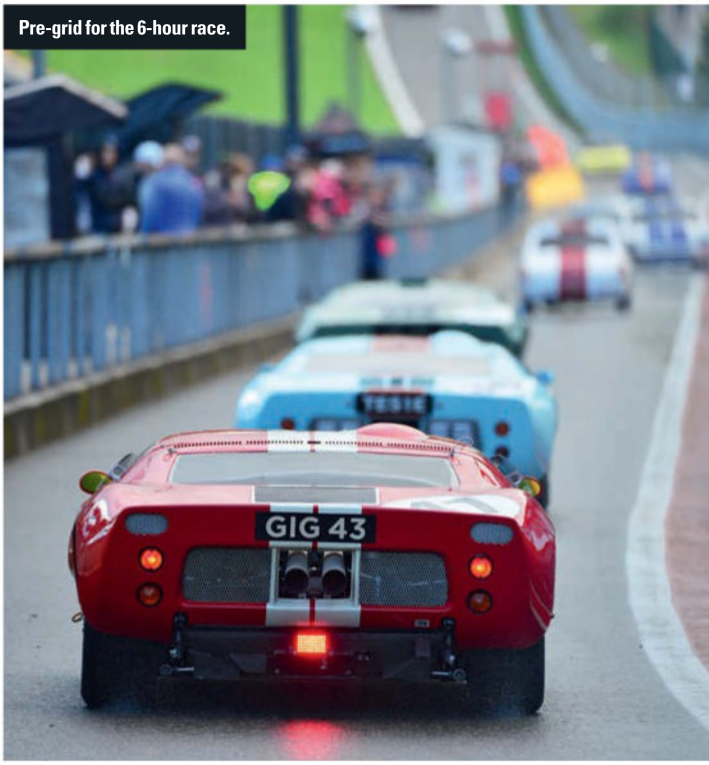
Glowing brakes for La Source hairpin!

Michael Russell gets third place in the pre-66 Touring Car race.

Patrick Reynolds in the Lotus Cortina.

Owen, King and Cooke from finished 52nd in their Galaxie.

Pre-grid for the 6-hour race.



Dario Franchitti in action at night.

MOTORSPORT

CLASSIC FORDS FLAT-OUT ON THE STAGE, STRIP AND TRACK

40
PVX 446M
Shell
DUNLOP

BATTLE OF BRITAIN

Clark versus Marshall, RS2000s versus anything else that could keep up — we remember the 1974 Tour of Britain.

Words Classic Ford **Photos** Ford Archive

It's been nearly 50 years since the last Tour of Britain and although there have been many rumours of a revival since then, somehow it's never happened. In fact the Tour of Britain — a fascinating combination of racing, rallying and long-distance motoring — was only run four times, between 1973 to 1976, and in that period the Escort RS2000 (Mk1 or Mk2) won on the three occasions when it was eligible.

Although suggestions that the event's regulations might have been written with the RS2000 in mind are wide of the mark (cars like the Triumph Dolomite Sprint were just as versatile), it's probable that it was just such an event — varied, gruelling, demanding on cars and drivers — for which this car was ideal. It was the British Racing and Sports Car Club (BRSCC) — which had links with so many British motor-racing circuits at the time — that had the bright idea of setting up this event and, looking around at what was going on in Europe, the club suddenly wondered if it could raise interest in anything similar in the UK.

Weekend break

It was the BRSCC's then Executive Director, Peter Browning — who had been BMC/British Leyland Competition

For most of the three days, Roger Clark (ahead) was as close to Gerry Marshall as this...

PVX 445M
Shell
FORD

manager in an earlier life, and managed cars in the fabulous Tour de France — who had had the bright idea.

As Browning recalled: "We already had a strong Group 1 movement in Britain, so why not organise a Tour of Britain, rather like the Tour de France, but make it for Group 1 cars instead?" Group 1 referred to the homologation category, of course, where 5000 identical cars had to be built before sporting approval would be given. A bit of smokescreen diplomacy and double counting might have taken place, but by the spring of 1974 Ford had convinced the FIA that at least that number of RS2000s had already been built.

The idea of mixing lots of road mileage, a series of circuit races all round the country, and adding in several rally-type special stages (where all practice was banned) was right for the time, and Browning aimed to cover the ground, and all 'his' circuits, in a three-day long-weekend. With a generous sponsor (Avon Tyres) on board, the problem was always to get the mix of racing and rallying absolutely right.

The original Tour, held in July 1973, favoured the racers a bit too much, which may explain why James Hunt, driving a Chevrolet Camaro Z28, defeated everyone, including Gordon Spice's works Capri

➔

3000GT. Capris filled six of the top 10 places, yet only two were steered by a rally driver.

Enter the RS2000

After that first event, Peter Browning changed the balance for 1974. To even up the chances that might emerge for rally cars and drivers, in three July days — Friday, Saturday and Sunday — he would arrange five circuit races and no fewer than 11 special stages, the first leg covering 36 hours and a lot of driving. Since this was to be one of the first long-distance, high-profile events held in post-Energy Crisis Britain, the original idea of running an event for ordinary Group 1 cars was suddenly very popular.

Purely by chance, Ford had introduced the Escort RS2000 in the summer of 1973, made haste to produce just as many of them as the market would absorb, and managed to get the new model homologated into Group 1 on April 1 1974. Ford's rivals, naturally, knew all about this, but they were simply not prepared for what would follow.

> **"THE REST OF THE ENTRANTS WERE ASTONISHED BY BOREHAM'S SECRET WEAPON, UNVEILED AT SCRUTINEERING"**

Working hard behind the scenes, Ford-Germany had also developed a twin-Solex carburettor kit for the RS2000, which went on sale early in 1974 and somehow it convinced the authorities that enough had been sold it for it to be homologated into Group 1. More than 140 bhp was available and the Escorts found themselves pulling 7000 rpm in top gear — the equivalent of 122 mph.

Driving force

One of the cars — to nobody's surprise — was to be driven by Roger Clark and his regular co-driver Jim Porter, but the other was to be driven by the fun-loving and burly race-driver, Gerry Marshall. The surprise was compounded because Gerry already had strong links with Vauxhall (he was racing Viva GTs with much success on British race circuits), but as he received no offer from Vauxhall, nor did he have a binding contract with that company, he accepted cheerfully enough.

The rest of the entrants were astonished by Boreham's secret weapon, which was unveiled at pre-event scrutineering. But even so, Boreham's homologation king, John Griffiths, smiled politely, said very little, and enjoyed the three days that followed. With 100 entrants, of whom no fewer than 15 were in more standard RS2000s, it would be quite a weekend.

Settling down

No sooner had the event begun, than a pattern was made clear. Although the

SIMONIZ GTWAX
PVX 446M
Shell
Shell

Occasionally the Clark/Marshall positions were reversed, but only by a few yards.

ROUTE OUTLINE

FRIDAY, JULY 12

Start, Birmingham
Mallory Park race
Scofton special stage
Cadwell Park race circuit
Norfolk Showground special stage
Snetterton race (at night)

SATURDAY, JULY 13

Knebworth special stage
Birmingham (breakfast halt)
Oulton Park race
Ingestre special stage
Long Marston special stage
Castle Combe race circuit
Dodington Park (near Bath) special stage
Esso Motor hotel, Bristol, night halt

SUNDAY, JULY 14

Dodington Park special stage
Eastnor Castle special stage
Epynt special stages (three sections)
Loton Park special stage
Finish, Birmingham

Roger Clark on one of the last corners of the final Epynt stage in South Wales, close to a narrow, but famous, victory.

RS2000s weren't the fastest cars there, they certainly had the fastest and most drivers of all. Not only that, but Gerry Marshall (guided expertly by co-driver Paul White) soon settled down with his new Ford, and showed that he might become a rally driver after all. Race driver Tony Lanfranchi's big BMW 3.0CSi coupé always threatened to win (and it led, narrowly, after two days), but he could never keep up with Clark on the stages. More importantly, Lanfranchi was no rally driver, and since the last three competitive events would all be on the scary tarmac sections of the Epynt Ranges in South Wales, this might be critical.

Not even the works Broadspeed Triumph Dolomite Sprints (which were about as powerful as the RS2000s, but much heavier) could cope with the Fords, especially on occasions when Roger Clark decided to change the line through many race circuit corners. John Handley and Tony Dron finished fourth and fifth in their Dolomites, less than a minute behind Roger's winning RS2000.

Level pegging

Roger and 'team mate' Gerry Marshall were rarely more than a car's length apart on the circuits, both regularly peppering the

→

Gerry Marshall battling it out with one of the 16-valve Triumph Dolomite Sprints at Cadwell Park.

WHAT WAS GROUP 1?

Until the 1980s, motorsport eligibility was by numbers, not like Group A, B and N that followed. Group 1 referred to what was often called 'showroom-spec' cars, where 5000 mechanically-identical cars had to be built in a 12-month period, and where very few modifications were allowed. In many ways this was a more severe equivalent of Group N.

Because of the 5000-a-year requirement, the Capri 3000GT and the Escort RS2000 were the only 'fast Fords' that were ever homologated into this group. Accordingly, these were the only Fords that were ever eligible for the Tour Of Britain.

A rare colour shot of the two RS2000s in the Cadwell race.

other with stones from the verges! On the first day, Marshall beat Clark at Mallory Park, while Roger reversed that at Cadwell Park and (racing in the dark) at Snetterton. Roger was fastest on one stage (Scofton) but spun away his lead on the Norfolk Showground stage. He then beat Gerry on the Knebworth stage, but then lost out at Oulton Park. That was where Roger's Pinto engine suddenly went on to three cylinders, and 36 seconds were lost.

Was Ford downhearted? Not at all — just puzzled — so it hastened to replace a broken camshaft finger on the engine. Marshall's car suffered the same failure, but luckily before he was due to tackle a later stage.

A long Saturday trek south via Ingestre and Long Marston led to Castle Combe, where Roger beat Gerry on all three occasions, but after two days both the Escorts were level-pegging, and narrowly behind Tony Lanfranchi's big BMW. The Sunday run, though, was sure to be critical — for there were no races, but four special stages. Three of them were over the tarmac of Epynt in South Wales, and none of them practised in advance.

"AFTER TWO DAYS, BOTH THE ESCORTS WERE LEVEL-PEGGING AND NARROWLY BEHIND TONY LANFRANCHI'S BMW"

To the end

Although Clark's RS2000 wasn't fastest on any of the Epynt stages, he set a blistering performance throughout the day. Fourth, second and fifth fastest was consistent enough for him to draw ahead of Marshall and Lanfranchi, and even though the still-under-developed RS2000s were suffering a bit, both he and the incredibly versatile Marshall kept going to the end.

Roger ran out the overall winner, by 18 seconds from Marshall; Tony Lanfranchi's BMW 3.0CSi was well beaten, as were the Dolomites.

This, as we now know, was only the start of a three-year sequence, for Tony Pond would win the 1975 Tour (in a privately-prepared RS2000), while Ari Vatanen would win the 1976 event in a works Mk2 RS2000.

Roger Clark, in PVX 445M, on the grassy section of one special stage!

RESULTS AFTER THREE DAYS:

1 Ford Escort RS2000 (Clark/Porter)	7729 seconds
2 Ford Escort RS2000 (Marshall/ White)	**7747 seconds**
3 BMW 3.0CSI (Lanfranchi/Lurot)	7761 seconds
4 Triumph Dolomite Sprint (Handley/Clegg)	**7771 seconds**
5 Triumph Dolomite Sprint (Dron/Liddon)	7784 seconds
6 Ford Capri 3000GT (Boyd/Davenport)	**7935 seconds**

(only 55 seconds covered the top five finishers)

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FRIEND INDEED

There was a hugely popular victory for Ben Friend and Cliff Simmonds on round nine of the British Historic Rally Championship – the Trackrod Historic Cup in Yorkshire over the last weekend of September.

Words Paul Lawrence **Photos** Ben Lawrence

Ben Friend and Cliff Simmonds fought hard on the final stages of the Trackrod to take victory on round 8. Meanwhile Josh Carr (below) was a class winner.

On a day when any one of six crews could have taken victory, it was Ben Friend and Cliff Simmonds who sealed it in a nail-biting finish by setting a furious pace through the deciding 10-mile forest stage in Langdale.

The Trackrod is an absolute highlight of the BHRC season and the strongest entry of the year opened the contest over a tough Dalby stage on Friday evening and five further high speed challenges on Saturday. Friday was a tough start for everyone as Dalby in the dark was wet and slippery in places but, ultimately, it had little effect on the result as young Adam Milner rolled his freshly-rebuilt Mk1 Escort Mexico after just 6 miles and blocked the stage. Most of the leading crews were caught behind the blockage, and so were awarded notional times.

That meant the action opened properly on Saturday morning in the Cropton and Gale Rigg stages and the drama continued almost immediately. Northern Irish crew Adrian Hetherington and Ronan O'Neill went out when the propshaft of their Mk1 Escort made a bid for freedom and had to be retrieved from some way down the road.

With the Fiat 131 of Nick Elliott and the Triumph TR7 V8 of Mark Higgins both having incidents that would lead to retirement, it was Matthew Robinson and Hannah McKillop who took the early lead in their Mk2 Escort. Robinson admitted that his 2-litre BDG engine had been revved hard on the fast straights of Cropton. "It was singing for its life in there," he joked of taking the BDG up over 9000 rpm. They later retired when the front brakes seized on.

107
FVS406T
MENNELL

Dan Mennell and John Roberts pilot their freshly-rebuilt Escort through a classic Trackrod stage on the way to third overall.

KWX 29N
MRF
MRF
125
PMC MIDLANDS
STRASSE

Slide rules: Matthew Robinson (below) and Dave Forrest (right) maintain the Mk2's reputation for going sideways.

Well in contention and taking over the early lead were Dan Mennell and John Roberts in their Mk2 Escort, which had just been rebuilt after a sizable accident on the Argyll Stages in late June. Mennell was quick straight out of the box and led through the Staindale stage, which preceded the main service halt back in Filey. However, also right in contention were Friend/Simmonds and Richard Hill/Patrick Cooper in their Mk2 Escorts.

Pushing on

Meanwhile, Seb Perez had a broken rocker replaced in the engine of his Porsche 911 and went into the two concluding stages of Dalby and Langdale on a mission. Perez clawed time back in Dalby and four cars went into the final stage split by just 7 seconds. Friend knew he had to push and attacked ferociously to win the stage and the rally by 6 seconds from Perez as Mennell and Hill took third and fourth, finishing less than 10 seconds behind the winning Escort.

Two notable Yorkshire crews wrapped up the top six, both in Mk2 Escorts as Richard Jordan and Sam Collis narrowly headed local legend Steve Bannister and Callum Atkinson after a fantastic rally.

Among the notable class winners were locals Robin Shuttleworth and Malcolm Smithson in their 1600cc Mk1 Escort, Josh Carr and Ian Taylor in their Pinto-powered Mk1 Escort and cousins, Dave and Jamie Forrest in their Pinto engined Mk2 Escort.

The battle for the 2024 BHRC crown will now be settled on Rally Anglo Caledonian in the Scottish borders at the end of November, which runs as a double header with as many as five crews still in the hunt for the title. CF

Forthcoming BHRC rounds

Round 9: November 23-24
Anglo Caledonian Rally
Gravel (Double Header)

Where to watch

The natural home of the classic Ford is on the gravel and asphalt of the nation's forests, moorlands and closed-off roads. But if you think this championship is all about the Escorts, you'd be wrong, and of course the Blue Ovals face some stiff competition from other marques. The Fuchs Lubricants Motorsport UK British Historic Rally Championship attracts the usual hardcore rally fans battling against the changeable elements, but there is plenty spectator space for anyone with an interest in wailing BDGs and sideways action. And who isn't a fan of that?

You can watch the action in person at each round, or watch the live stream (or catch up after the rallies) via the British Historic Rally Championship Facebook page — www.facebook.com/BritishHistoricRallying.

More details about the British Historic Rally Championship can be found at **http://racrmc.org/british-historic-rally-championship/index**.

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102 **HOW TO:** replace A-pillars and sills
Part one of our step-by-step guide

108 **READER'S RESTORATION:** Capri 1600L
Rare Mk2 given a new lease of life

114 **TOP 10:** insurance tips

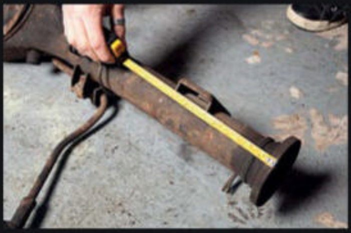
116 **BACK ISSUES**
Missed an issue? Find it here

118 **BUYING GUIDE:** Mk3 Granada
What to check, how much to pay

124 **CLASSIC FORD CLASSIFIEDS**
Cars, parts and projects for sale

HOW TO BUY

USED AXLES



Do your homework before forking out for a replacement axle. Swot up on lengths and how hard parts are to find for them.

The spring perches vary across the different models, and of course you've got the two main types of axle: English (diff assembly unbolts from the front, fitted to most rear-drive classic Fords); and Atlas (crownwheel and pinion are fitted from the back, found mainly in Capris and Mk3-on Cortinas).

Atlas axles are expensive and the 'right' ones are much in demand, so it's best to take along someone who knows what they're talking about before you hand over any readies.

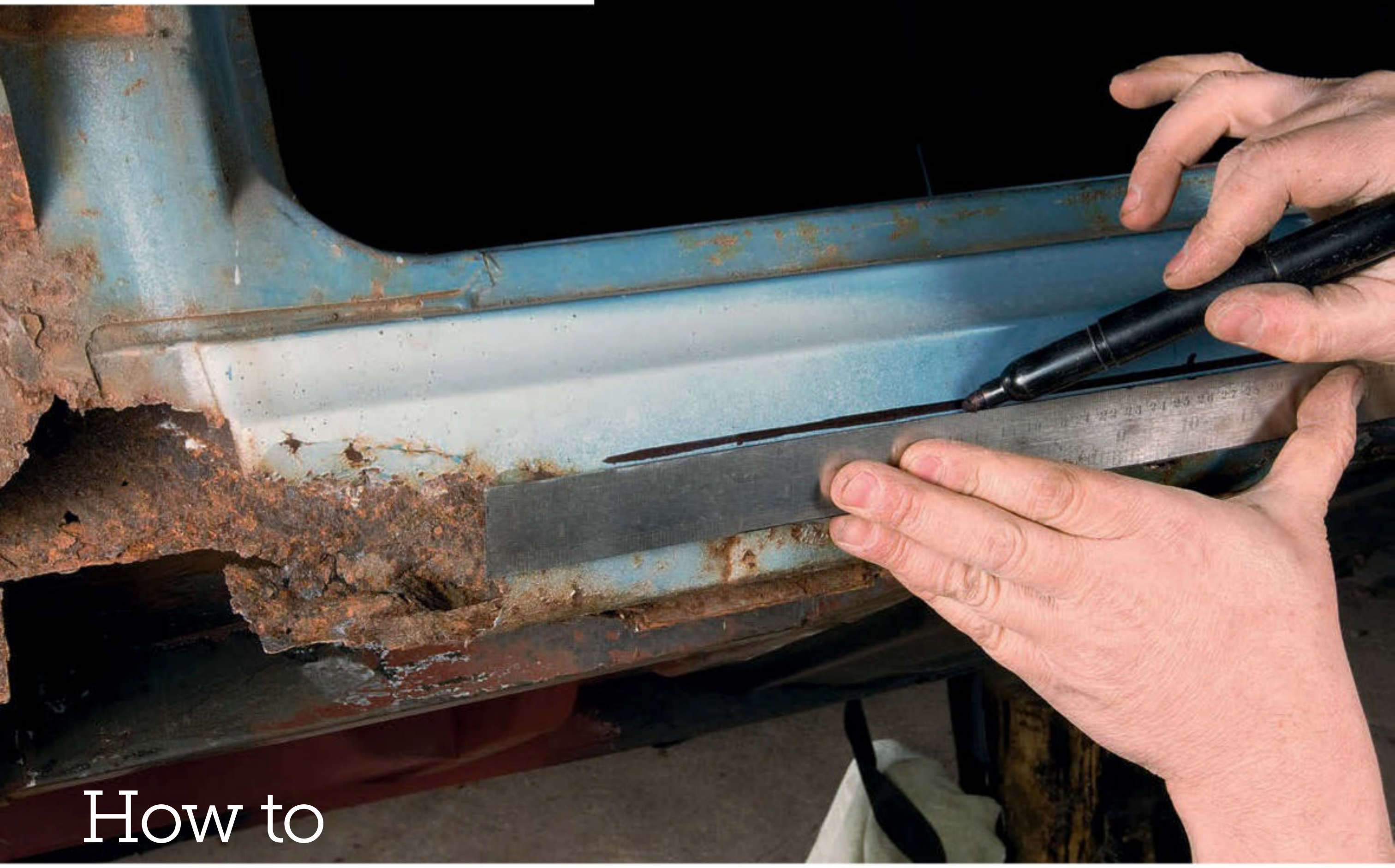
Check the axle for straightness, and it's good practice to try and buy them as complete as possible. Finally, try and keep halfshafts on the same sides they came off the car.

THANKS TO:
Dave Fisher, D&D Developments,
07772 740817

JARGON BUSTER

2WD	Two-wheel-drive
88k	88,000 miles
BVH	Big-valve head
BVR	Black vinyl roof
C/L	Central locking
E/W	Electric windows
FSH	Full service history
INJ	Injection
ONO	Or near offer
LHD	Left-hand-drive
LSD	Limited-slip diff
NOS	New old stock
O/D	Overdrive
Part-ex	Part-exchange
PAS	Power steering
S/S	Stainless steel
T&T	Taxed and tested
VGC	Very good condition
WHY?	What have you?

Looking for your next project?
See page 124



How to

REPAIR THE A-PILLAR AND INNER SILLS

Welcome to part one of our epic sill area repair trilogy — to kick it off, we tackle the A-pillar.

Words and Photos Classic Ford

You can lay money that if an old Ford's going to rot, it'll be in the sills. And since the sills form a structural part of the body — in a way, they're the main chassis rails — it's vital they're strong.

The trouble is, it's not a straightforward case of chopping one out and slapping a new one on — for a start the car really needs to be braced. But since it is such a focal point, the adjoining areas either need to be repaired first or are majorly affected by the sill's repair.

This Mk1 Cortina was showing the classic signs of terminal sills — in fact there was a whopping hole in the nearside. But it didn't stop there; both the bottom of the A-pillar and the rear quarter panels were both affected. Therefore we're going to have to break the sill repair down into three sections: A-pillar; rear quarter; and the actual sill.

To complete the A-pillar we had to repair the sill too — likewise, we couldn't repair the sill without completing the A-pillar either. Part of the repair also meant tackling the inner sill — so we needed to take the front part of the sill off to get to the back. You still with us? Sounds complicated but actually it's pretty logical.

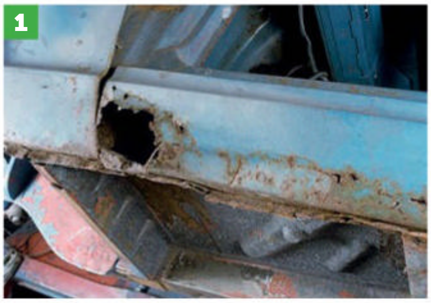
To help us, we bought an A-pillar repair section from the Mk1 Cortina Owners' Club, and we made our own inner sill from sheet steel. We didn't need much of this, but we did have to make our own swaging tool. We'll show you how we did that too.

Info

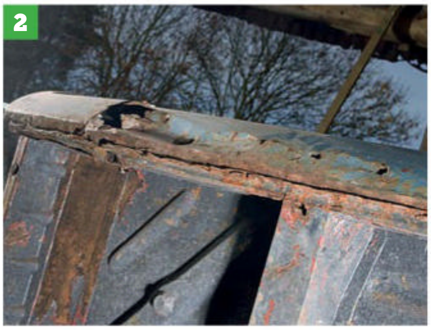
Panels required:
A-pillar repair section (C22): **£30**

Time taken:
Two days

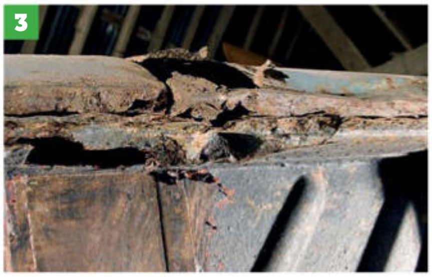
Contacts:
Mk1 Cortina Owners' Club
www.mk1cortina.club



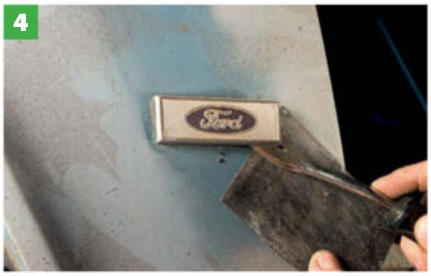
Here you can see a whopping hole in the outer skin, whilst the bottom of the sill is peppered with rust all the along the bottom edge. However, the moulding itself isn't that bad...



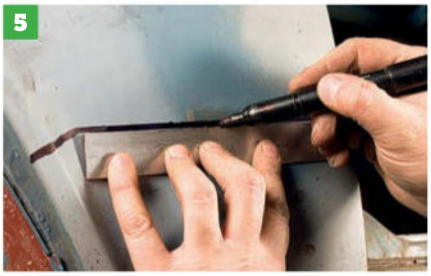
Turn the car over and you can see the rot extends into the bottom of the A-pillar affecting the bottom of the wing.



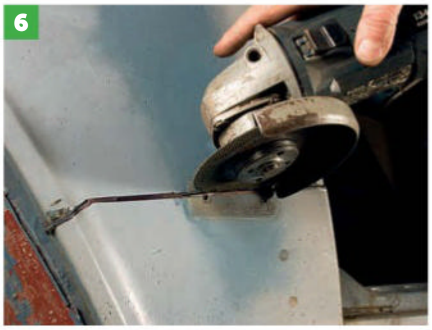
Delve even deeper and it gets worse - the front section of the inner sill's holed, spilling over to the bottom of the A-pillar. To make matters worse, we haven't opened it up yet — that lovely bit's yet to come!



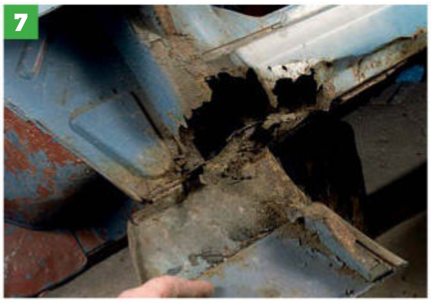
The bottom of our wing isn't that bad so we thought we'd save it. First we prise off the Ford badge using a purpose-made tool while using a filler spreader beneath to prevent dents to the wing sheet metal.



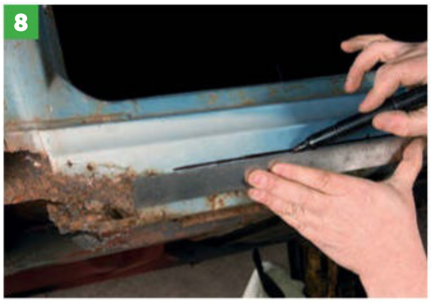
Next we mark out a line through the badge, so when we replace this section the badge will hide the repair! We've mitred the moulded area, making it easier to blend it back in when we replace it.



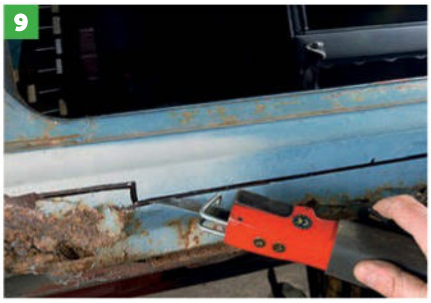
We cut through the sheet metal using a 2 mm cutting disc — this is known as zipping off the bottom of the wing.



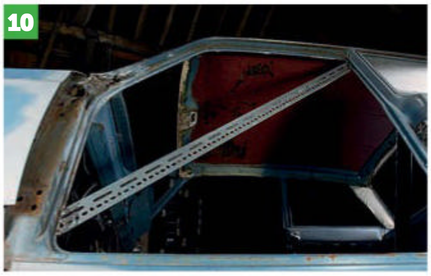
Ouch! Once we've done that, we peel away the bottom and are faced with a whopping hole where the bottom of the A-pillar used to be.



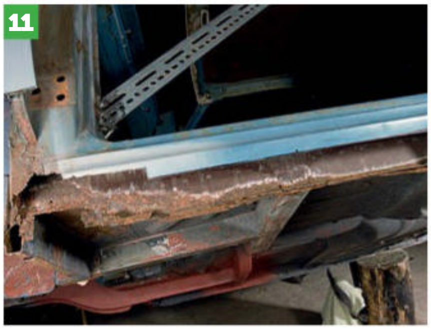
Before we can go much further, we need to cut the rot out of the front of the sill skin because the inner sill behind is thoroughly rotten. We mark the area first...



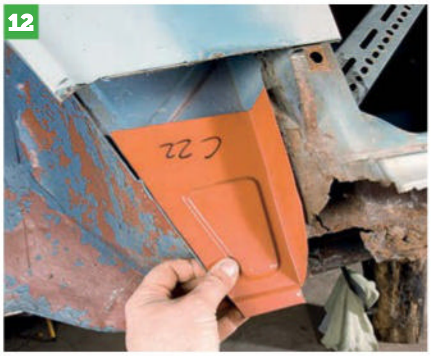
...Then cut it using an air hacksaw — you could also do this with a cutting disc in the grinder. Note we only cut the sill to the edge of the major rot for now.



However, before we go on, we need to add some bracing across the doors. At this stage we aren't sure how much of the sill we're going to have to remove so we preserve the dimensions early on.



With the major rot removed, we can see what needs replace first, which is this section of inner sill, the front of which forms part of the A-pillar.



First we need this panel from the Mk1 Cortina Owners' Club...

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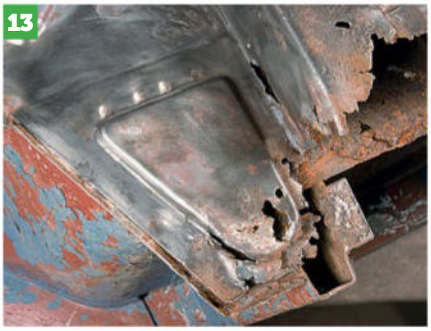
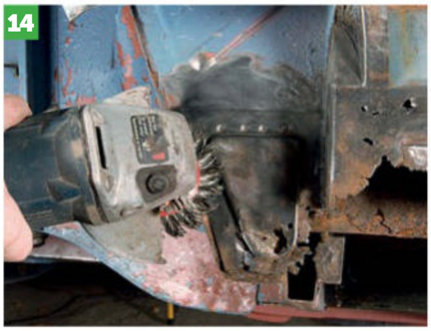


...Which replaces this rotten section — we could replace the bottom piece only but it makes a better job to do the lot.

14



The start of this process involves wire -brushing the area to find out where the spot-welds holding it on are located.

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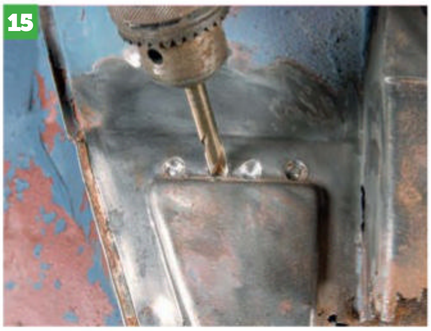
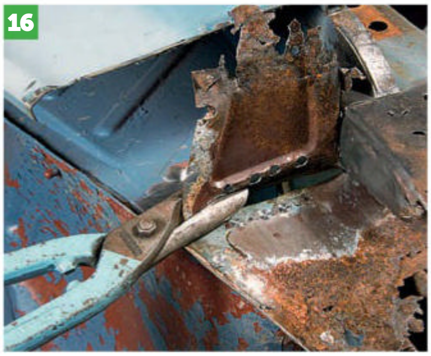


We then drill these out using a Cobalt spot-weld cutter, which zips the top of the spot weld off, leaving the bottom panel in place.

16

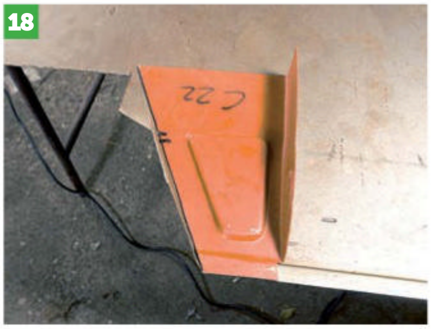


This allows us to bend the panel upwards and cleanly cut it off with a pair of tin snips.

17

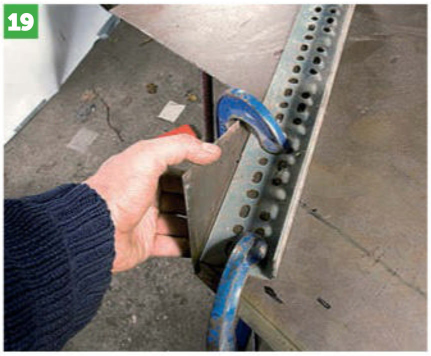
Our next job is to replicate the inner sill in 18-SWG sheet steel (about 1 mm), which we mark out on the bench. First we draw a top reference line...

18



...Then place the new A-pillar panel at the front — note we've already got our front angle, which forms a shallow return...

19

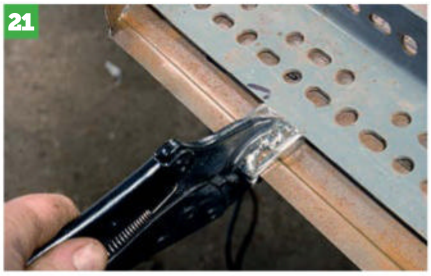


...This we form deeper by clamping a straight edge and bending it to 90 degrees.

20

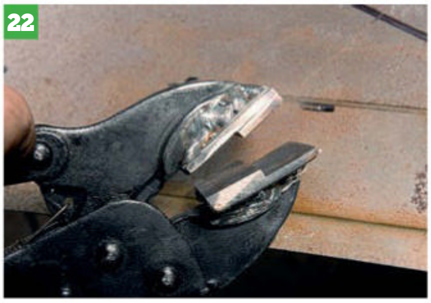
We trim off the excess so we end up with a return of about 3 mm.

21



The bottom edge has a 3 mm swage, which is about 2 mm deeper than a normal 'joggled' swage, so we decide to make a tool and use a straight edge to form the section all along the bottom edge.

22

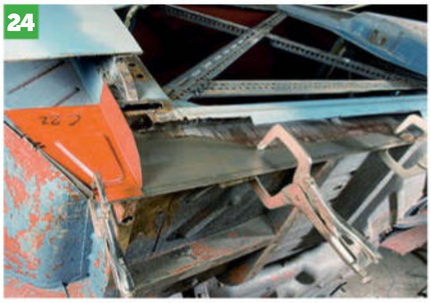


We convert a pair of regular Mole grips using four sections of 3 mm steel plate, and weld them together. Use a straight edge as we have and we form a perfect swage.

23

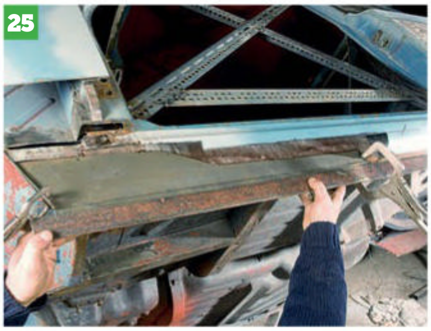
Marked and cut out, our new section of inner sill's ready to be offered up to the car so the rust can be trimmed back and the new panel welded in place.

24



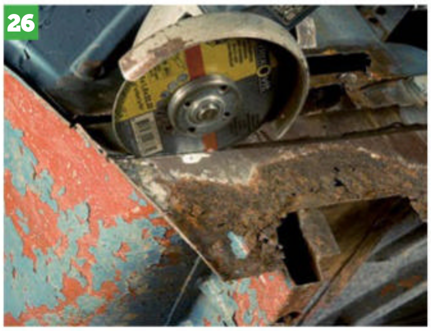
First part is to mock the new panels in place with welding clamps to make sure everything fits — from there we can trim the old panel so everything mates correctly.

25



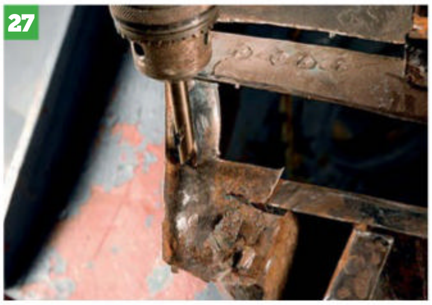
We remove the A-pillar panel temporarily and run a straight edge along the bottom edge of the new inner sill section to make sure it lines up.

26



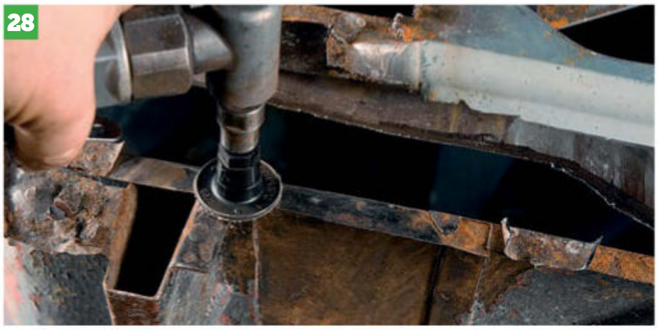
Checking the welding clamps are secure, we mark out the area to trim back, then do so with a mixture of cutting disc and tin snips...

27



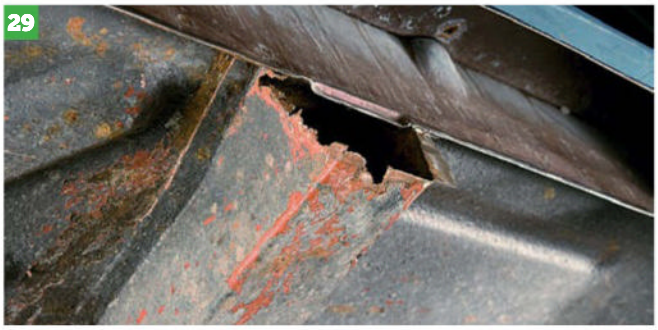
...Although some of it needs drilling out with a spot weld cutter and the excess chiselling off. This is the return lip formed on the edge of our car's floor.

28



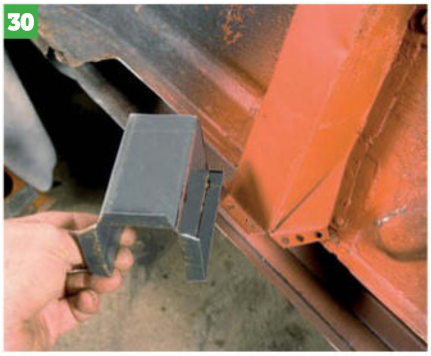
The return lip is good so we clean it up using a 3M Roloc sanding disc mounted in a right-angled air sander — you can do the same with a soft pad in an angle grinder.

29



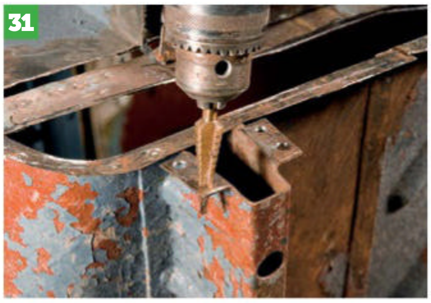
As we stated earlier, this is a sill 'area,' so adjoining pieces often need repair too — our nearside outrigger is rotten around its extreme edge but only about 40 mm in from the edge.

30



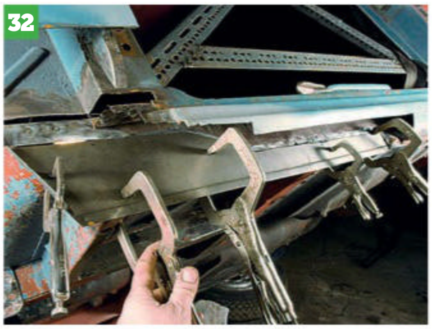
We fabricate a repair section (detailed last month) and weld that in.

31



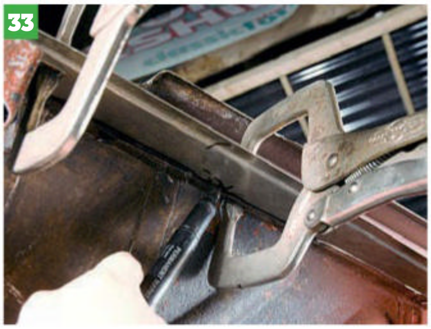
We also prepare the front jacking point, which ironically was perfect (these are normally rotten too), by drilling some holes through which we can plug-weld the new inner sill section to later on.

32



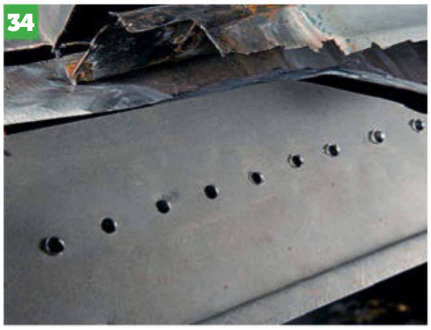
Once trimmed and fitting properly, we re-clamp the new inner sill section back in place so we can mark out the position of the floor, which joins to it.

33



The floor's originally spot-welded to the inner sill — we'll plug-weld ours but first we need to know where to drill the holes.

34



Back off the car again, we are able to drill a row of plug-weld holes — about 4 mm round, spaced 25 mm apart, should do it.

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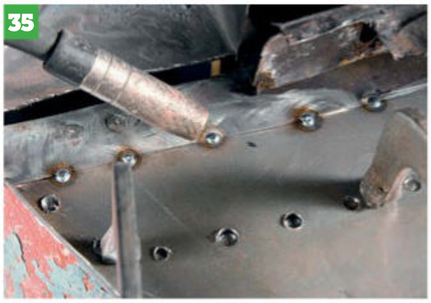
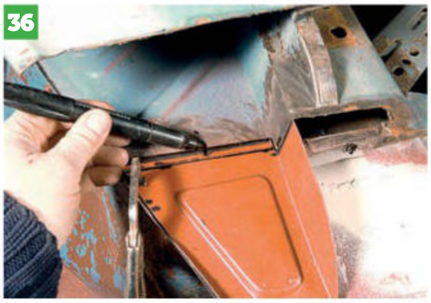


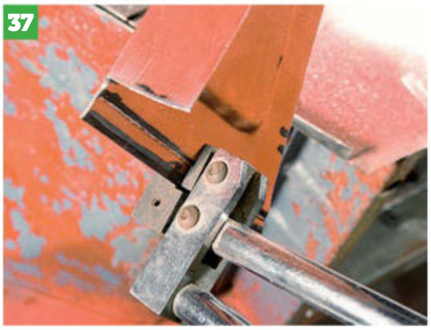
Next we clamp the lot back in place and check alignment for straightness. Once happy, we tack everything, plug-weld the floor, then finish-weld in sections of 25 mm to control the heat.

36



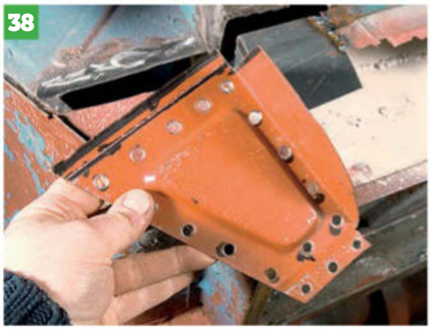
Now we can move to the A-pillar section and fit that. We mark the top out, but it's actually slightly stepped where it goes over the top of the inner sill, which is why we needed to repair that first!

37



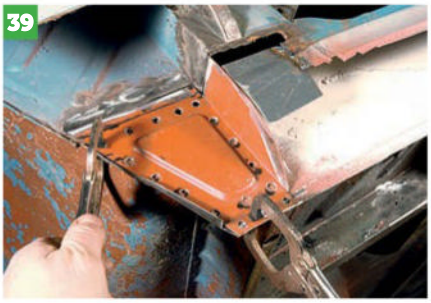
We form the step with a pair of joggling pliers, which puts a 1 mm swage in the panel allowing it to nicely slot over the top.

38



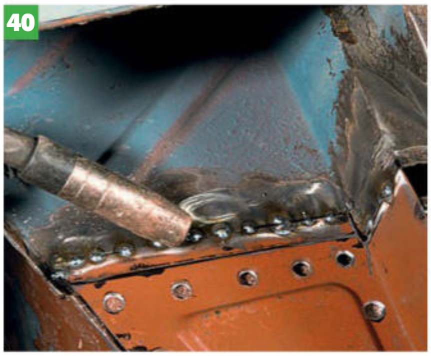
This too is plug-welded, in this case to the inner sill, therefore we mark out and drill a series of 4 mm holes in preparation.

39



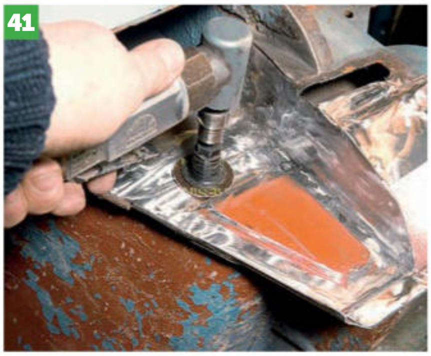
We clamp this back into position, lining it up with the base of the A-pillar (note how its return forms the continuation of the A-post) while the swage slots over the top of the one in the inner sill.

40



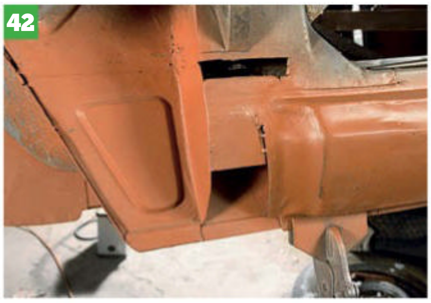
Next we tack the panel in place, then plug-weld it, then finish-weld it. After that...

41



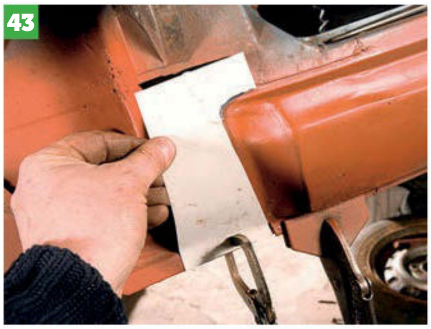
...We clean the welds back using a coarse Roloc disc in the air sander.

42



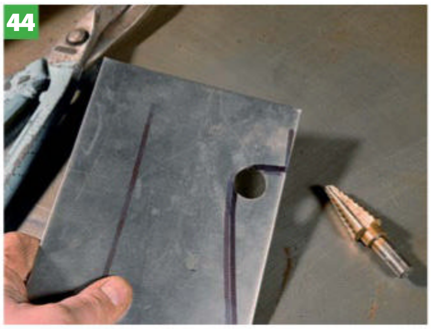
We jump ahead here because we need to fit and weld in the new outer sill skin before we can finish off the reconstruction of the bottom of the A-pillar, because it finishes over and welds to it.

43



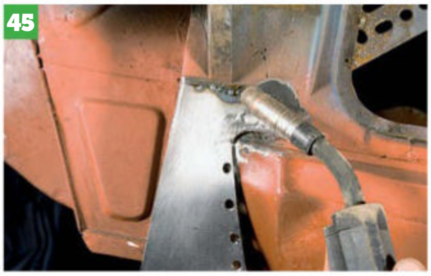
First we mock the remaining section up in card since the original has a distinctive shape as it follows the outside profile of the sill skin...

44



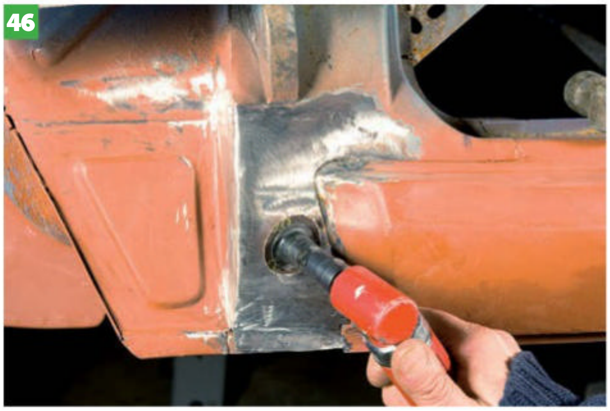
...Then we transfer that to sheet steel. Note how we formed the inner curve using a drill bit, then cut either side of it with tin snips, to the line.

45



Again we tack the panel in place first, drill holes along the front edge so it can be plug-welded to the sill skin, then seam-welded along the outside edge, finally joining to the inner sill with plug welds.

46



Last job is to clean back all the welds so they blend in and coat it with red oxide primer — we'll eventually seam-seal the lot and paint it properly but we have a load more sill work to do yet — next issue!

NEXT ISSUE
PART 2:
THE REAR QUARTER

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SECOND CHANCE

Words and Photos Jon Cass

Classic Fords restored: Andrew Sygrove had no real intention of carrying out a full restoration of a Capri, but all that would change after a chance encounter brought this mega-rare 1977 Mk2 1.6L into his life.

FORD
WKH 665S

Working as a vehicle technician at a Ford dealership for many years, it’s of little surprise Andrew Sygrove is a huge fan of the blue oval.

“I started as an apprentice and quickly became hooked on Fords,” he tells us. “My first car was a Mk1 Fiesta and everything about it was upgraded to XR2 spec with the exception of the 1.1L engine, unfortunately!”

Sadly, the XR2 replica was soon to be written off by an MG Maestro, but Andrew swiftly moved on to a later Mk2 Fiesta. “I kept that totally standard as it was a one-owner minter,” he says. “I then had the desire to be a little more ambitious with a project.” This turned out to be a neglected Mk4 XR3i which Andrew managed to resurrect with new rear arches and a full respray.

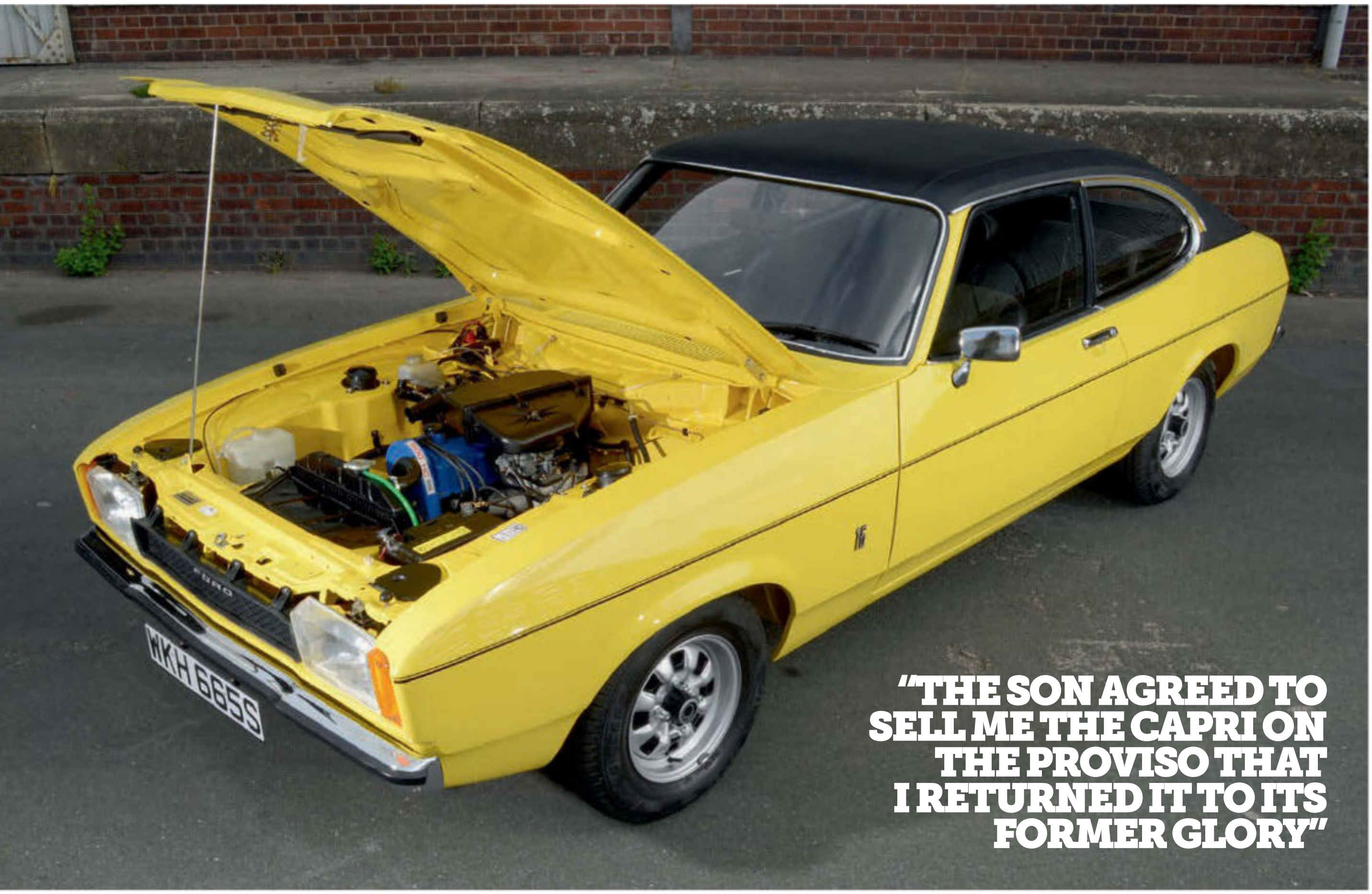
Predictably, an example of the XR3i’s big brother in the shape of an Series 1 RS Turbo would follow and all plans were set for another seemingly straightforward project.

“Unfortunately, RS Turbos had become highly desirable to thieves at the time and the Series 1 was constantly being broken into, as was my garage where it lived,” he recalls. Regrettably, after multiple repairs of both Escort and garage doors, Andrew gave up on the whole idea and sold the Series 1 for just £600! The whole experience left Andrew with little in the way of motivation to tackle anything similar again and he ended up purchasing a string of mediocre cars. He even changed his dealership workplace to Citroen and Peugeot. Could things get any worse?

Second chance

Thankfully, the switch to PSA would not only provide Andrew with an endless stream of cars to fix, it would also prove significant in another major way too.

“I was called out by our dealership to attend to a Citroen ZS that had failed to start,” Andrew explains. “Upon reaching the customer’s address, I couldn’t help but notice the sheeted sleek outline of a much older car lurking in the corner of a nearby barn.” As any other petrolhead would,



“THE SON AGREED TO SELL ME THE CAPRI ON THE PROVISO THAT I RETURNED IT TO ITS FORMER GLORY”

Andrew couldn’t resist asking about the classic hiding under the sheet, only to be told promptly this was a Mk2 Capri that belonged to the son of the Citroen owner — a car that he would never part with.

“I returned to work and life went on although I couldn’t get the thought out of my head of this iconic vehicle sat in a barn, never having turned a wheel for years,” Andrew explains. “Eight years later I plucked up the courage to revisit the gentleman’s house in the hope the same Capri was still there and that he may have had a change of heart.”

Now, anyone familiar with this scenario would more than likely expect a similar outcome second time around too, but Andrew’s timing happened to be pretty much spot on and he was handed the son’s phone number. “After a lot of phone calls and visits, the son agreed to sell me his Capri on the proviso I wouldn’t break it for parts and return it to its former glory instead.” It seems patience sometimes does pay off!

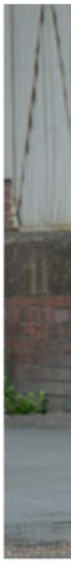
The works

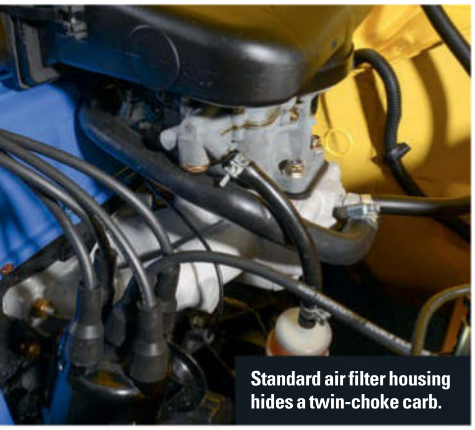
Andrew now had himself a very rare 1977 Mk2 Capri in Signal Yellow adorned with questionable upgrades and which hadn’t seen the road for some considerable time. “At first glance it appeared to only require new struts tops and sills,” he recalls, “but I had a gut feeling there’d be plenty more repairs which would soon materialise, so with the assistance of our bodyshop’s top repair specialist, James Blakeston, we decided to have the shell chemically stripped.” Once the car itself had been carefully disassembled and all salvageable parts safely bagged and labelled, the bare shell could then be chemically stripped just as planned.

“When it returned, I was gutted to say the least,” Andrew laughs, “there wasn’t one panel on the car that didn’t require considerable work!”

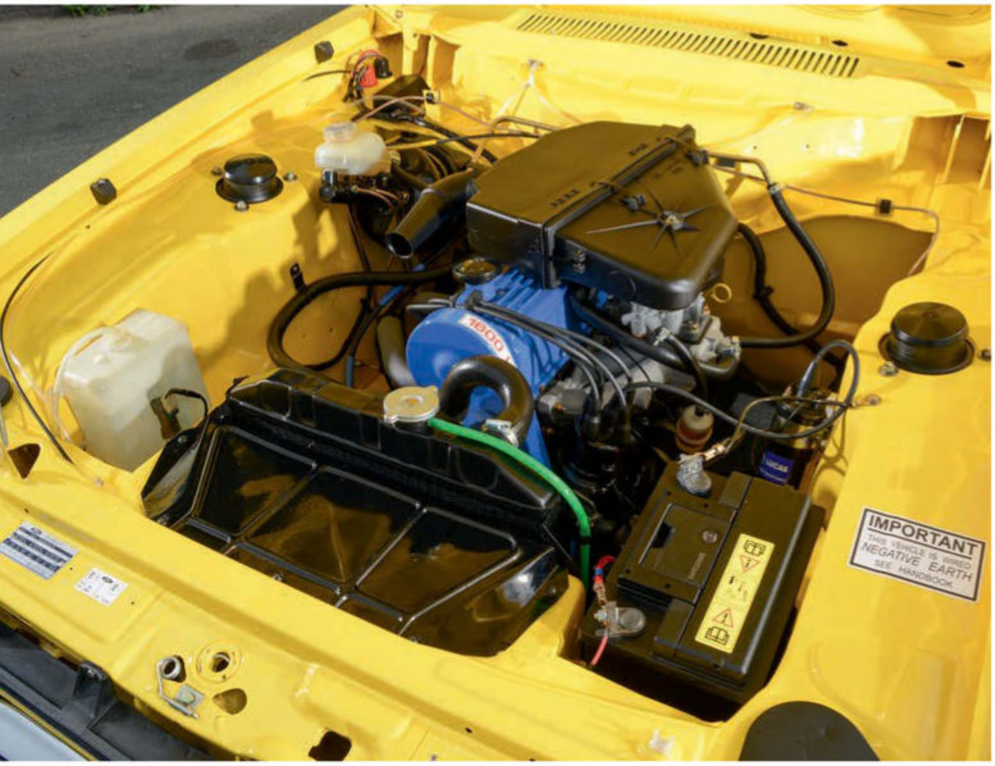
Undeterred by the mammoth task ahead, Andrew contacted Ex-Pressed Steel Panels who were able to supply many of the required parts, while the remainder James was able to fabricate himself. “These included the floorpans, inner and outer sills, inner wing top, A-pillars, rear quarters, inner boot closing panels and front crossmember, “ Andrew recalls. “Together, myself and James felt like we’d spent a lifetime welding and repairing the shell.” With the metalwork finally completed, the shell could then be dispatched for paint, →

Andrew enjoyed the restoration process sop much he’s now on with a Mk1 XR2.





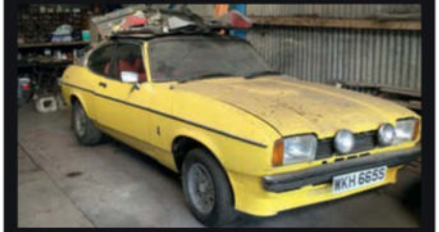
Standard air filter housing hides a twin-choke carb.



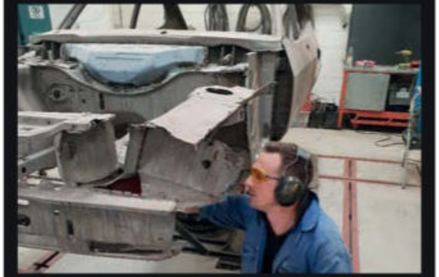
Above: the 1600 Pinto has been rebuilt with a few subtle tweaks.

RESTOLOG

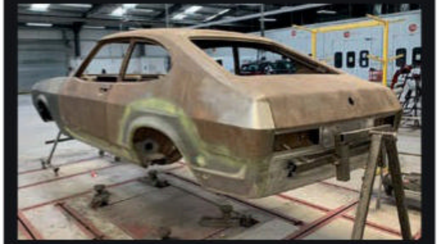
Clocking eyes on this Mk2 by accident, it was another eight years before Andrew could buy it.



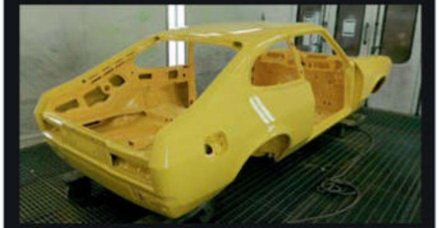
The period-modded Capri had been stored in a barn and was complete and seemingly fairly solid...



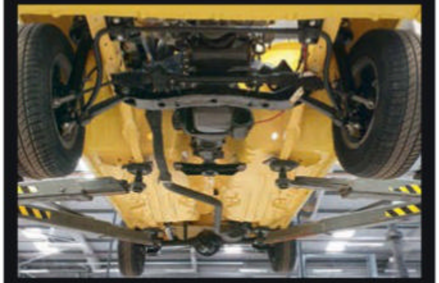
Chemical-stripping the Mk2's shell revealed much rot so workmate, James got stuck right in.



A mix of remanufactured and NOS panels saw the shell back in rude health and ready for paint.



The stunning Signal Yellow was applied by another workmate, mark who did a sterling job.



Finally Andrew could fit the shell back up with freshly-powdercoated suspension goodies.

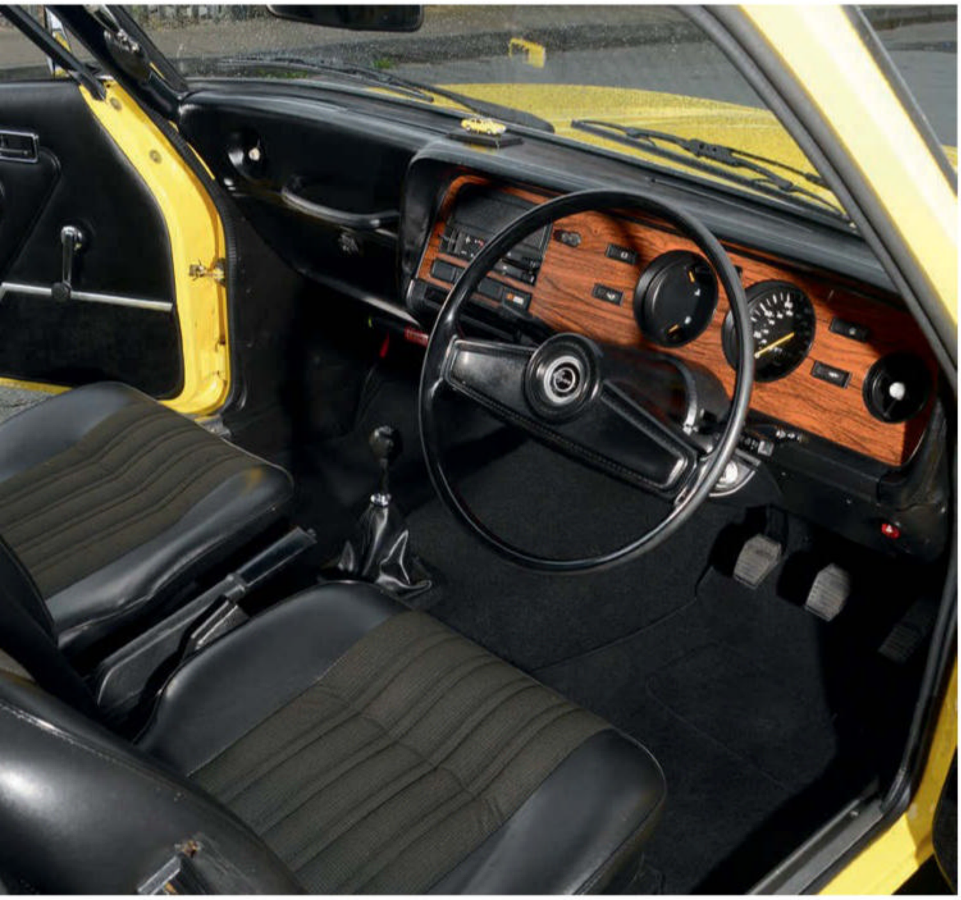
WKH 665S
FORD

> **"MARK DID A BELTING JOB ON THE PAINTWORK AND THE FINISH IS JUST AS GOOD INSIDE AND UNDERNEATH"**

Andrew opting to retain the Capri's factory shade of Signal Yellow. "The respray was carried out by Mark Davies who I also work with," Andrew says. "He did a belting job, and the finish is just as good on the inside and underside as it is on the exterior."

The rebuild could then begin and that trademark 1970s vinyl roof would come first, expertly fitted by DL Barr & Sons in Hull who also managed to supply and fit a new set of edging steels for the tailgate. "Once the Capri was back with me, I set about refitting the newly powdercoated front and rear suspension components along with various NOS parts I'd gathered in the intervening years," Andrew tells us. "I upgraded to roller top mounts and 2 inch lowering springs on the front to achieve my preferred ride height, otherwise everything remains stock"

As the Mk2 hadn't run for some considerable time, a full rebuild of the



The Mk2 still retains its standard four-speed, while the L-spec interior (left) is basic and all the better for it.

1600 Pinto seemed like a wise idea.

"I stripped the engine and replaced all the internals," Andrew points out. "Other than installing a 2-litre cam and valves along with a twin choke Weber carb, I've tried to keep everything as close to standard as possible here, too." Incidentally, the bigger valves, cam, followers and springs only arrived due to 2-litre valve seats being accidentally fitted when Andrew sent the head off for a hardened valve seat conversion, but we'd say that's no major loss! Complete with a newly powdercoated rocker cover and cam cover, the quality of finish within the bay is exceptional, a testament to Andrew's consistent high standards and keen eye for detail.

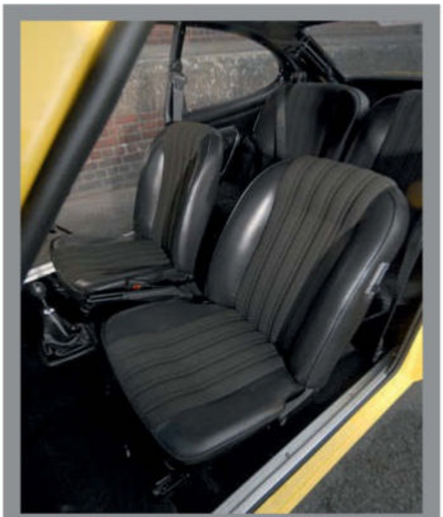
"I had the four-speed manual gearbox and propshaft overhauled so the transmission is quiet and smooth now," he adds, "and new callipers and nickel brake lines ensure the brakes now work as they should."

Come together

Considering this project would never have taken place if it wasn't for the delights of French engineering and Andrew being in the right place at the right time, its all come together very well. In fact, we'd go as far to say this is one of the most highly-detailed resurrections of a four-cylinder Mk2 Capri we've come across in a very long time, little wonder it took Andrew and James six years to complete the project. "Having facilities I could utilise at work did help a lot," Andrew admits, "and the whole process turned out to be thoroughly enjoyable."

In fact, Andrew plans to repeat the whole performance, only this time based around a Mk1 XR2. Best not to tell James!

Thanks to: James Blakeston who nailed the bodywork, Mark Davies for the superb paintwork, and wife, Lisa and son, Cooper.



BACK IN BLACK

RETURNING THE TRIM TO L SPEC

Right from the start, Andrew had full intentions to return his Mk2 Capri 1.6L to as close to factory spec as possible. The trickiest aspect to conquer proved to be the interior which had been upgraded with GL seats, 2.8i clocks, carpet and centre console and more accessories than you could shake a stick at. Luckily, Andrew was able to source the correct black L-spec seats, gear surround, dash and standard clocks with the help of Martin Pawson from Capri Gear. "The non headrest rear bench ended up being the trickiest part of all to find as these were often binned early in the car's life, "Andrew informs us, "but amazingly a Capri specialist and breaker in Lancashire had one available!" Coupled with a fresh carpet from Newton Commercial and a new headlining from Aldridge Trimming, this 1977 1.6L proudly boasts its factory spec black interior once again.

TECH SPEC

MK2 CAPRI 1.6L

Engine: 1600 Pinto with 2-litre valves, camshaft, followers and springs, twin-choke Weber carb
Transmission: four-speed manual
Suspension: roller top mounts and 2 inch lowering springs (front), leaf springs (rear)
Brakes: front discs/ rear drums
Wheels and tyres: 13 inch Sports steels, 165SR13 tyres
Top speed: 97 mph
0-60: 14.2 seconds
Price when new: £2966

RESTO CONTACTS

SPECIALIST HELP

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01902 710805
www.aldridge.co.uk

Capri 2 Register
01707 336343
www.capri2register.co.uk

Capri Gear
01507 343148
https://caprigear.co.uk

DL Barr & Sons
01482 572381
www.dlbarrandsons.co.uk

Ex-Pressed Steel Panels
01535 632731
www.steelpanels.co.uk

Newton Commercial
01728 832880
https://newtoncomm.co.uk

Pro Strip
0115 9112240
www.prostrip.co.uk

Top 10
INSURANCE TIPS

There are lots of ways you can keep insurance premiums down. Here are 10 tips on how you can do it effectively and still come away with the right policy for you and your classic Ford.

1. Don't just renew
It's all too easy to let the direct debit continue and sign up for another year with your existing insurer. Before you do though, have a look at quotes from other insurers. If they come in cheaper and you don't want to switch, call your existing insurer, quote the cheaper prices and quite often they will be able to bring your renewal quote down to a similar level.

2. Look at classic insurance
They're often tied into Agreed Value, limited-mileage polices but classic insurance specialists can offer some great-value policies. Most class a vehicle eligible for classic insurance as being over 20 or 25 years old, but some allow exceptions for modern classics, so do your research before you dismiss a classic insurance policy out of hand if you own a newer Ford.

3. Know the market
Don't assume the same people who sort out your house insurance will always understand the exclusiveness of your Puma Racing. Do your research and make sure that they know your Ford isn't just any old car.

4. Disclose all modifications
Even minor modifications such as an aftermarket air filter should be disclosed, or the insurance company could refuse to pay out if the unthinkable happens. It's worth noting that not all modifications will necessarily increase your insurance premium.

5. Get Agreed Value
Where possible, go for a policy from a company that will give you an agreed valuation, so your Ford is insured for what it's actually worth.

6. Join a club
Many insurance companies offer cheaper schemes and policies through affiliated car clubs, because they recognise that club members are enthusiasts who care about their cars.

7. Limit the number of drivers
Try to limit the amount of drivers covered on your insurance policy - if it's your car, then the insurance company will understand that you are going to drive it with the knowledge that you've paid for it.

8. Do less miles
There is the temptation to drive your cherished Ford everywhere, but picking the right moments can lead to saving money on insurance. A reduction in mileage means there's less risk involved and insurance companies will pick up on that fact. Always be honest with your yearly mileage, as you don't want to run the risk of it affecting a claim.

9. Invest in security
Immobilisers, GPS trackers, steering locks or anything that will stop those light-fingered scumbags having away with your Ford is worth doing, and quite often will be a requirement for an insurance policy. They may even ask what type of locks are fitted to your garage doors.

10. Don't over-value your car
Overvaluing a classic Ford when applying for an insurance quote could lead to an increase on the premium price. Most cherished Fords tend to hold their value, but you should be cautious in how you rate one.

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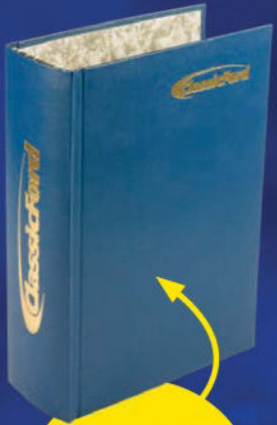
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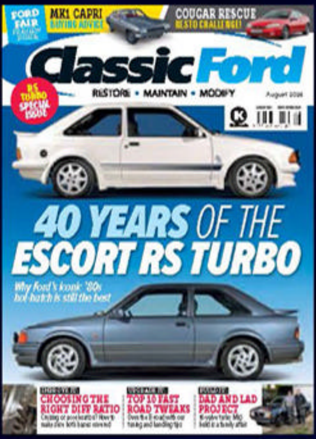
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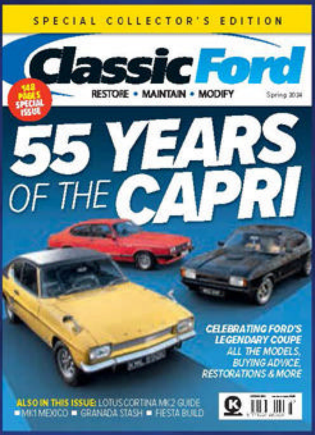
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NOVEMBER 2023

Engine tuning special; AMR-style Mk1 Escort; **How to:** repair rear quarters; **Restored:** Mk3 Cortina GXL; **Motorsport:** Ford's Group A Sierra Cosworths; **Buyer's guide:** Mk3 Scorpio Cosworth

Classic Ford
Perfect PROJECTS

OCTOBER 2023

Project cars special; Atlas axle know-how; **On test:** brake pipe flaring tools; **Heritage:** Taunus TC GXL; **Motorsport:** 1968 London to Sydney Marathon; **Buyer's guide:** Mk2 Transit

Classic Ford
ZETEC SPECIAL

SEPTEMBER 2023

Zetec special; Mk2 Transit 4x4; **How to:** replace rear wheel bearings; **Restored:** Mk2 Capri GL; **Motorsport:** Ford's service barges; **Buyer's guide:** 100E Popular/Anglia

Classic Ford
RESTOMOD RS2000

AUGUST 2023

Restomod special; Thames 300E; **How to:** rebuild a starter motor; **Heritage:** Consul L; **Motorsport:** ETCC Capris; **How to:** starter motor rebuild; **Buyer's guide:** Escort Cosworth

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BUYER'S GUIDE

GRANADA MK3

Want an affordable, rear-wheel-drive classic Ford with bags of appeal from the 1980s? Look no further than the Mk3 Granada. Here's what to look for.

Words Classic Ford **Photos** Matt Woods

With the Sierra's once controversial hatchback jellymould shape now familiar to car buyers, the unveiling of the new five-door Granada in March 1985 was seen as little more than a natural progression for the manufacturer's renowned flagship.

Admittedly, there was a little kickback due to the lack of an initial estate version, but there were clear benefits to the new-fangled Granada over its traditionally-shaped Mk2 predecessor.

Under its swoopy new metalwork, much of the running gear was derived from the smaller Sierra, including the rear suspension and strut-based front set-up, but the Granada stood on its own merits. Notably, it was the first volume production car to feature anti-lock brakes as standard, while it went even further than the Sierra in terms of aerodynamics, its windows being near flush with the body. The smooth styling also helped when it came to performance and efficiency, particularly aiding the four-cylinder engines when it came to lugging about the Granada's not insignificant size.

Under the sloping bonnet, customers could choose from 1.8 and 2-litre Pinto engines, the latter fed by a carburettor or fuel injection, or the 2.8-litre fuel-injected Cologne V6. The smaller engines were paired with the five-speed MT75 transmission, while the V6 received the A4LD automatic transmission.

GL and Ghia trim levels were familiar to Ford fans, but in the latest Granada line-up the latter had to give second best to the spangly new Scorpio version. Described as, 'A new dimension in luxury motoring', the comprehensively-equipped Scorpio bravely went head-to-head with similarly-sized Mercedes-Benz and BMW models.

And the Mk3 only got better as production continued, Ford introducing such improvements as the option of four-wheel-drive in October 1985, the torquier 2.9-litre V6 and the tax-friendly I4 2-litre engines in December 1986 and June 1989 respectively, plus estate and saloon versions not long after the early 1990 facelift.

The Mk3 might not arguably have the style of earlier Granadas, but it's considerably cheaper, still offers rear-wheel drive with V6 grunt, and is quite a bit rarer. Now could be the time to track down what could literally be the next big thing in classic Ford circles.

"FORD'S NEW MK3 WAS THE FIRST VOLUME PRODUCTION CAR TO FEATURE ANTI-LOCK BRAKES AS STANDARD"

INTERIOR

Cloth trim is more durable than leather, the latter tending to dry out after so many years. Regardless of material, finding decent second-hand replacement seats and associated trim, such as doorcards, is difficult, if not too expensive. Inoperative heated or electric front seats can be particularly complex to rectify, the only cure being a complete stripdown. Dashboard cracks are also common.

TRANSMISSION

MT75 five-speed manual is plenty strong enough if well maintained – it likes good oil and regular fluid changes – but signs of a worn 'box are tired synchromesh on third gear, jumping out of gear and rumbling bearings. AL4D four-speed automatic is prone to fourth gear selection problems – it's selected by an electronic switch and if it keeps revving out in third or fourth drops in and out, then the Vehicle Speed Sensor is usually at fault. Symptoms of a broken VSS are a faulty speedo on early cars and the trip computer of facelift models not showing the fuel economy. If the cruise control works and the problem persists, the cause is more likely the hard-to-access wiring to the gearbox that's become damaged. ATF fluid should be a reddish colour – if it's black and smells of burning then the 'box has advanced wear.

SUSPENSION

Any wandering when you release the steering wheel points to worn suspension rubber mounts. An unforgiving, overly bouncy ride is a sign of worn dampers and springs, but aftermarket replacements are cheap and readily available. More of an issue is rust in the rear trailing arms – it's a MoT failure and new ones are very scarce. PAS is reliable but inspect the PAS fluid and look for signs of leakage from the pump.

ELECTRICS

A lack of hot air from the heater is usually due to a blockage in the heater matrix, while it's worth checking the front carpet for any signs of damp as it's not unusual for the matrix to leak. Inoperative air con can be tricky to rectify as it has its own radiator positioned behind the grille that is vulnerable to damage. Heat can affect the underbonnet wiring, but electrical faults on facelift cars are usually caused by corrosion in the main and auxiliary fuseboxes. Scorpio's factory 2040 CD player is notoriously unreliable, while if the horn and cruise control are both inoperative it's often the shared fuse at fault. A faulty immobiliser can be behind a refusal to start or nothing at all when you turn the key, the cause being dried out joints on the PCB (Printed Circuit Board).

BRAKES

Front discs can warp but it's usually corrosion that's more of an issue, the majority of surviving Mk3s tending to develop problems due to inactivity rather than hard use. Sticky callipers and rusty brake pipes can be replaced easily enough, and the ABS is also generally reliable. Ensure the handbrake of automatic versions works correctly as it can commonly seize due to many owners choosing instead to simply drop the gearbox into 'park' when stationary.

"UNDER THE SWOOPY NEW METALWORK, THE RUNNING GEAR WAS DERIVED FROM THE SIERRA"

BODY

The Mk3 Granada isn't known for being a rotter, but check the often corroded battery tray, plus the sills, floor and A-posts. The rear arches are prone to rust, although both inner and outer replacements are available at circa £100 a pair. Wings tend to get a bit crusty above the bumper and finding new items can be hard and expensive – Motomobil being one of the very few stockists that list them. Sunroofs can seize and the leading edge of the bonnet can develop rust because of its design being susceptible to stone chips. On Scorpios, check the fit of the silver window trim at the top of the door – if it's not snug it can be a sign that the outer doorskin is coming away from the frame.

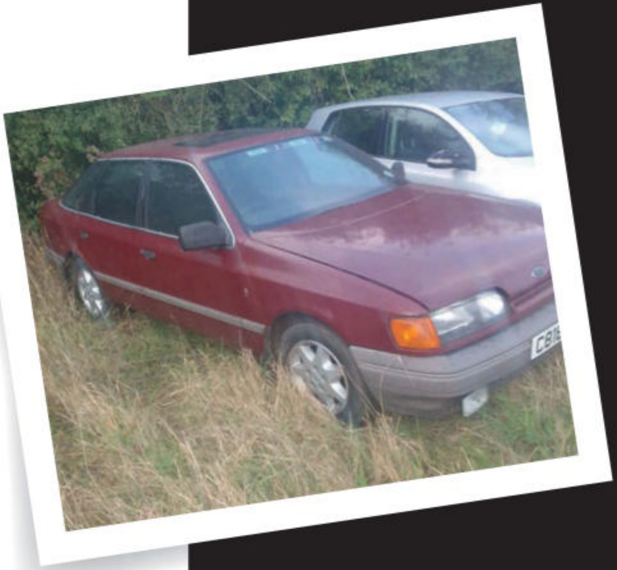
ENGINE

Four-cylinder Pinto engines need checking for camshaft wear – a tapping top end being the usual symptom – and regular cambelt changes. Rough running is often down to carburettor or fuel injection issues. Cologne V6 has a habit of blowing a head gasket if the cooling system is neglected. Be wary of a noisy top end and the camshaft can get a bit 'ticky' with age. Rough running – especially on seldom-used cars – is usually down to a gummed-up injection system, although a blown inlet manifold is another common cause. Later I4 engines can also suffer head gasket failure due to the cooling system being prone to furring and blocking, while the engine's also known to snap or stretch its timing chain. I4 can trash its top end if the wrong oil is used too, but, like the Pinto and Cologne, it's perfectly capable if properly serviced. Regardless of what's under the bonnet though, blue smoke and any rumbling point to terminal engine wear.

ONE TO BUY

Granada 2.8i Ghia

Price: £2275
On sale at: classified advert at internet auction site
For: Very early car, originality, condition
Against: Requires recommissioning, no paperwork
The September-1985 registered Mk3 has been in storage since 1995. Showing 40,000 miles on the clock, the Granada is described as being in amazing condition under the dust, with unmarked sills, and only the bonnet requiring any more than comprehensive polishing. The drivetrain needs going through, but the fuel-injected Cologne is said to turn by hand with good compression and all fluids look good. Listed faults include perished steering gaiters, tyres and a small leak of power steering fluid. The interior is said to be 'near perfect'. Unfortunately, there is no history or V5.



GRANADA
C444 ANG

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Ford Granada 1234 Club
www.ford-granada-1234-club.com

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www.facebook.com/FordScorpioOwnersClub

Granada Nutz
www.facebook.com/groups/granadanuts

VALUES

£1500-£2500
Roadworthy Mk3s

£2500-£3500
Straight to good cars

£3500-£5500+
Very good to excellent examples

TECH SPEC

(1.8 GL)

Body
Five-door hatchback, pressed steel monocoque

Engine
1796cc, four cylinders, belt-driven overhead camshaft, iron cylinder head, iron block, five-bearing crankshaft, twin venturi Pierburg downdraught carburettor.
Power: 88 bhp @ 5400 rpm, 103 lb. ft torque @ 5200 rpm

Gearbox
MT75 five-speed manual

Suspension
Front: independent by struts, coil springs, telescopic twin tube dampers, anti-roll bar. **Rear:** independent by semi-trailing arms, coil springs, telescopic dampers, anti-roll bar

Steering
Rack and pinion, variable ratio

Brakes
Hydraulic servo, ABS. Front: 262 mm ventilated discs. Rear: 253 mm discs

Wheels and tyres
5.5x14 inch steel wheels, 175/70 TR14 tyres

Performance
Max speed: 111 mph
0-60 mph: 13.1 seconds

Price when launched
£9974

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CURRENT LISTINGS

FORD ESCORT 1600

1979, 94200 miles, £22,500. MK2 Sport. T Reg. Midnight Blue. Recently rebuilt engine by Burtons. No rot, needs a small amount of cosmetic work. Full Mexico interior. Everything new or new old stock inside. Also original 1600 Sport interior. 30 years worth of spares to go with car. Eg alloys, old and new style grills plus many more. Please call 07914 854645, South East.

123824

FORD FOCUS

£1,050. "Edge" 1560cc diesel 6-speed 115 BHP, April 2013, HPI clear, MOT 19th September, alloys, 2 remote keys, elec windows, winter antifreezed, 2 previous owners, £20 tax, 186k. Please call 07793 057069, South West.

123511

FORD ANGLIA

1968, 29000 miles, £15,000. Super 1200, excellent condition throughout, documented refurbishment several years ago, leather interior on original seats to original spec, not many of these left in this condition. Please call 07885298529, South East.

123978

FORD FOCUS

2009, 92166 miles, £1,050. Here I have my 2.0 Ford Focus convertible for sale, it's had water pump and timing belt change done at 89k, new front drivers side baring done recently, new driveshaft bellow, new abs sensor. Full service done which I do myself, the car is going in for mot on Friday, I have had it in for a pre mot already and done work needed for the car, I take my vehicles to formula one as they know me well and know I do all work to my vehicles. It has the age related marks on the car, all still there from when I bought the vehicle, roof works as you can see in photos, ideal for the summer, £1100 ono is the price, no swaps, thanks for looking, any questions feel free to ask. Mot certificate is now added, fresh 12 months from today, valuation is at top end no marks, so getting a bargain, sensible offers will have replies. Please call 07860108942, Yorkshire and the Humber.

123577

FORD FOCUS

£895. 1.6 petrol 2007 "Climate" 5-speed, light Azure blue, no accidents, MOT Feb 2025, 7 services, two owners, 2 keys, Ford RDS digital CD, alloys, cost £14,995 new, 153k so £895, could deliver. Please call 07754688636, South West.

123701

FORD ANGLIA

1958, £1,000. 100E. Unfinished project due to ill health. Please call 01305 833024 or 07757252496, South West.

124945

FORD ESCORT

1982, £9,750. Mk3 XR3. Twin '40' carbs, sports exhaust, 5 spd gearbox, uprated springs, Pirelli tyres, all XR3 extras, ready to use and enjoy. MOT'd free tax, priced to sell. Please call 07774 154481, South West.

124878

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FORD FIESTA

42800 miles, £1,395. 1.4 Ghia. S Reg. Met/silver only 2 owners, sunroof, 14 stamps in the book, 2 keys, full 12 months MOT, taxed lovely car. Looks and drives nice. Please call 07485680885, North West.

124573

FORD CONSUL

1963, 71000 miles, £29,000. Capri GT. Very rare genuine car, not a fake, excellent condition throughout, subject to a complete refurb several years ago. Please call 07885298529, South East.

123291

FORD CONSUL

1963, 59018 miles, £19,000. New head-liner and upper trim. All windows have new rubbers. Heater system overhauled and matrix repaired. Inertia lap belts on front seats. Remote car alarm system fitted. Dash cam, front and rear, still boxed (not fitted yet) being sold with the car. New silicone hoses and stainless steel clips and fittings. New washer bottle, motor and jets. New stainless steel GT four branch manifold and full exhaust system from club. Aluminium rocker cover original (not modern). New starter motor. Replaced wheel studs with longer ones. Re-built brake calipers with new pistons and seals. Wax oiled undersealed. Installed AccuSpark electronic distributor, coil and leads. Runs sweet. Lots of spares plus Manuals and Parts catalogues. Please call 07932723682, South East.

124002

FORD V8

1951, 38 miles, £10,250. Ford V8 Pilot. First registered in Cardiff in February 1951, there have been six owners prior to the present owner. Although no full history is available, there are a number of invoices for various works carried out over the years. Since I bought it in April 2020, it has been garaged and never driven in the wet. Previous owners have converted it from 6volts to 12volts, have fitted a new carburettor, electric fuel pump, and electronic ignition, and the front seats have been refurbished along with the steering wheel. Work carried out by the current owner includes both water pumps renewed, a 16" electric fan fitted, a new generator, a NOS starter motor, brakes overhauled, the old oil filter replaced with a modern screw on. Chassis and body are all solid, paint good. All electrics work (apart from the clock). Although the semaphores work, indicators have been fitted. Please call 07395712825, Greater London.

124258

FORD FIESTA

1995, 58824 miles, £13,995. RS1800 finished in Ash Black metallic. Very rare and limited run car. Registered with RSOC. Comes complete with Private vehicle specific number plate. Has FSH, original sales brochure and A4 file full of history. Fitted with period correct magnex stainless exhaust, original wheels and four new tyres. It has been dry stored for last 12 years and recommissioned 2 years ago. Cambelt and serviced at 58,824. No advisories on last Mot. Please call 07565204239, South West.

123812

FORD FIESTA

1995, £1,000. MK3 facelift has electric windows 1.3 lxi version s door central locking, have most MOT's from new, have owned since 26K, never been welded MOT expired March 2023, have new front bumper in wrapper. Please call 07459608118, Greater London.

123917

FORD FOCUS

£950. 1600 cc petrol 5-speed, 2005, "LX" 5 door, MOT 19th March, HPi clear, new starter, tyre, wheel bearing, full service all this year, Ford 6000 cd, remote locking, alloys, can deliver anywhere. Please call 07793 057069, South West.

124587

FORD FOCUS 2.0

2008, 059109 miles, £2,700. TDI titanium with leather seats, electric driver seat and heated front seats, it does have some scratches but nothing major, engine runs lovely all the electrics work as they should and has a towbar, MOT until January 2025, good condition tyres! Please call 07960976926, South West.

123810

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FORD FALCON

£12,950. 2.8 straight six. 63,000 miles, 3 owners, new parts fitted plus box spares, just needs minor detailing. Genuine reason for sale. Located nr Stansted Airport. Please call 07860 113318, East of England.

124646

FORD D SERIES

1976, £10,000. 4 wheel tipper Wilcox alloy body in VGC. Dennis Pax tanker 1962 Perkins P6 engine drive away £7000. Please call 07759 473380, Yorkshire and the Humber.

124788

FORD D SERIES

1976, £10,000. 16 tonner alloy tipper used on corn and sugar beet very tidy lorry. Also Ford Cargo day cab T/Unit 17 tonner 820000 miles from new £6000. Please call 07759 473380, Yorkshire and the Humber.

124898

FORD TRANSIT

£8,000. Trend 2010 T350 3.2 litre 200bhp 5 cylinder, medium wheel base, high roof. Genuine 56K mileage (all old Mot's) owner driven for last 10+ yrs, always garaged. An exceptional and rare van! Please call 07721 530520, South West.

124286

FORD TRANSIT

1991, £1,500. 100. Long wheelbase, semi high top, 1993 cc petrol, 2 family owners from new, 123677 genuine miles, service history, in need of total restoration, no MOT. Please call 07713769843, East Midlands.

124577

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- Kelsey are not responsible for any transactions between seller and buyer.
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FORD THAMES

1960, £6,500. Van camper. Ex ambulance mod campervan 2 berth last ran 2020 1705 cc petrol slight fire damage RH needs paint and windows needs tidy up inside, brakes hydlocks done clutch stuck, text/phone for info. Please call 07960147138, North East.

124739

FORD THAMES

1958, POA. Three owners, always garaged, never been welded, complete brake overhaul 2023 trim and window seals would benefit from some TLC. Mech sound and usable. Please call 01525874358, East of England.

124342

FORD TRANSIT

1999, 148869 miles, £3,750. T reg, 2.5 diesel banana engine, tested till 8th November, had new clutch and radiator in February, reliable work horse. Please call 07881951368, North East.

124380

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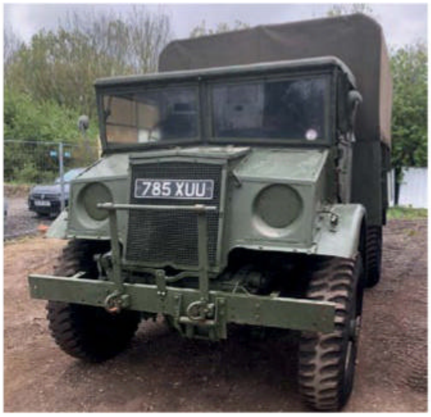
FORD F30



1943, £11,500. Bofors gun tractor. Up and running has been rallied, recent new canvas made to original spec: dry stored in workshop. No rust. Current owner last 49 years. Please call 07970780023, East of England.

124800

FORD ESCORT MK4 ESTATE PARTS

1990, £100. 2no Doors. Bonnet. Front Screen. Starter. Alternator. Heater Blower. Bonnet Lever. Instrument Panel. Steering wheel. Please call 01189756549, South East.

124235

FORD FIESTA MK3 1600S PARTS

1990, £100. 1600cc engine and gearbox (No Carb). Plus other parts. Phone evenings. Please call 01189756549, South East.

124236

FORD ESCORT ORION SIERRA WHEELS

1988, £250. 4 No. Ford Escort, Orion, Sierra alloy wheels. 5.5Jx14". Refurbished to a high standard. Complete with centre caps and virtually new tyres with plenty tread, Barum Brillantis 2 185/60 R14. Collection only. Please call 07951012580, North East.

124866

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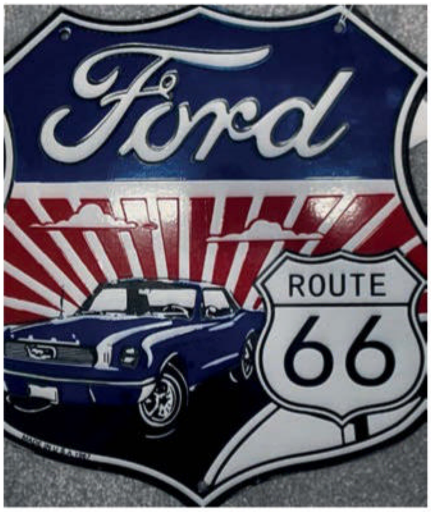
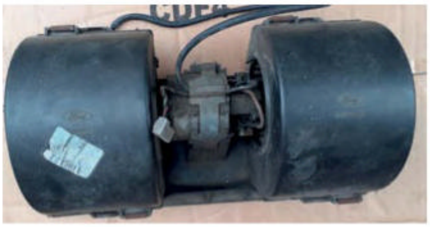
£55. Ford Authorized Service Station enamel sign. Not tin, size 12 x 8 inches. Few chips on outside. Post free. Please call 02083997541, South East.

FORD ENAMEL SIGN



£55. Route 66, size 12 x 8 inches approx, not tin enamel. Post free. Please call 07946747481, South East.

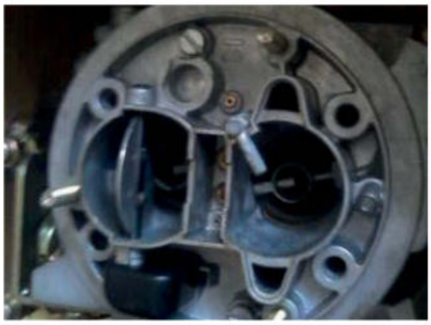
MK 3 ESCORT SPARES



POA. Heater/ column switches for MK3 Escort, low mileage car. New webber twin choke carb boxed. Please call 07459608118, Greater London.

124253

MK 3 ESCORT CARBURETTER



POA. Spares. Please call 07459608118, Greater London.

124254

FORD CORTINA MK1 PARTS

Wanted. Early 60s. Pre air flow. Front indicators 1 x pair required. Please call 07860 379440, East of England.

124332

CLASSIC FORD MAGAZINES

Wanted. Looking for the following issues to complete my collection of Classic Ford magazines. 2021: January, June, October, December. 2022: January, July, August, October, November, December. Please call 07831444819, South East.

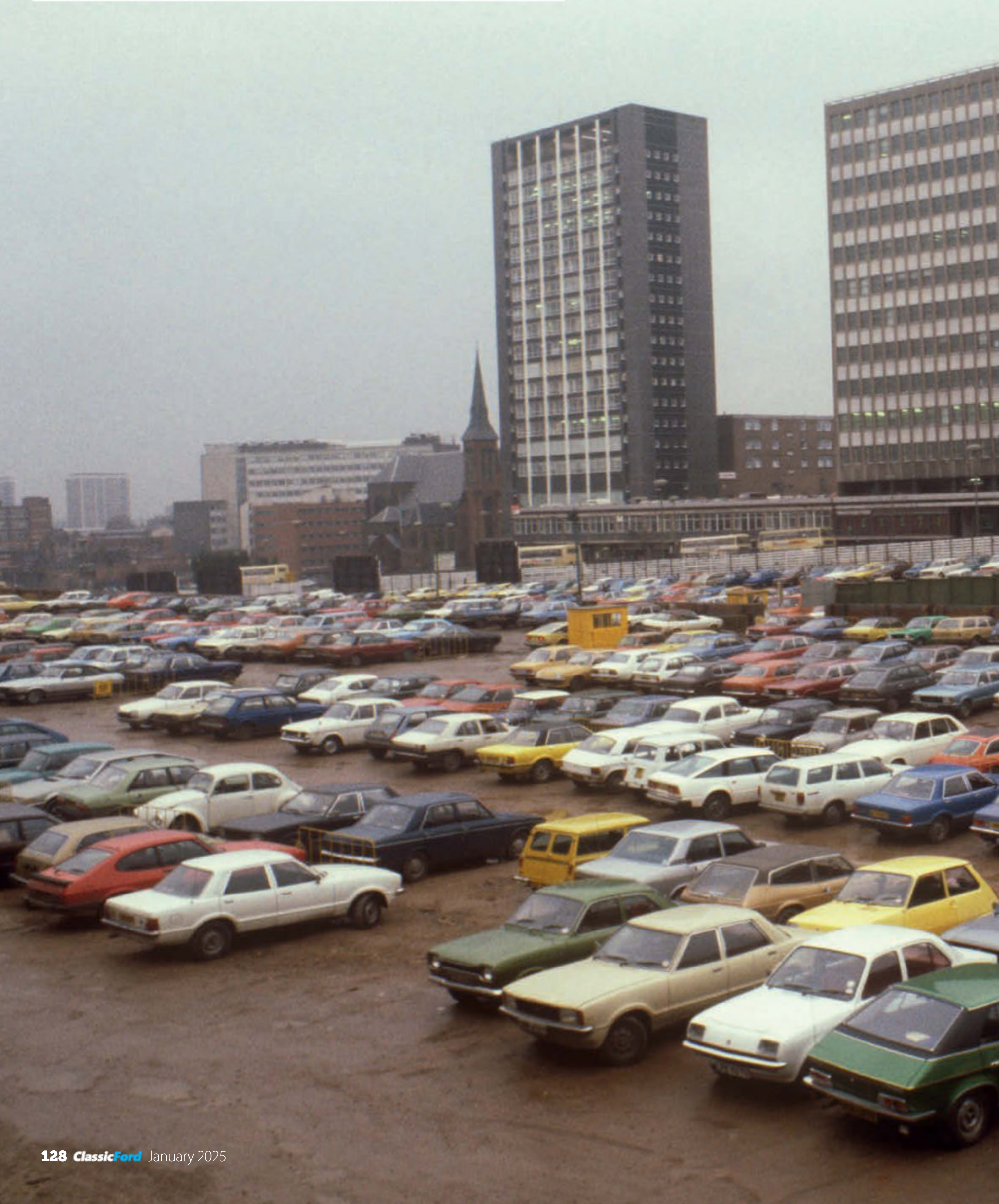
FORD WANTED FOR MAGAZINE FEATURE

Wanted. For Classic Ford magazine tribute feature. 1977/1978/1979. R/S/T Plate. Ford Cortina mk 4 2.0GL. Prefer Nevada beige with black interior. No vinyl roof. For XNN36S tribute feature my late fathers old motor. Please contact Jonathan Esberger at jonathanesberger@gmail.com. It would mean the world to me if we could find a suitable donor vehicle. For the feature are you willing to lend us your prized motor. South East.

124953

PARTING SHOT

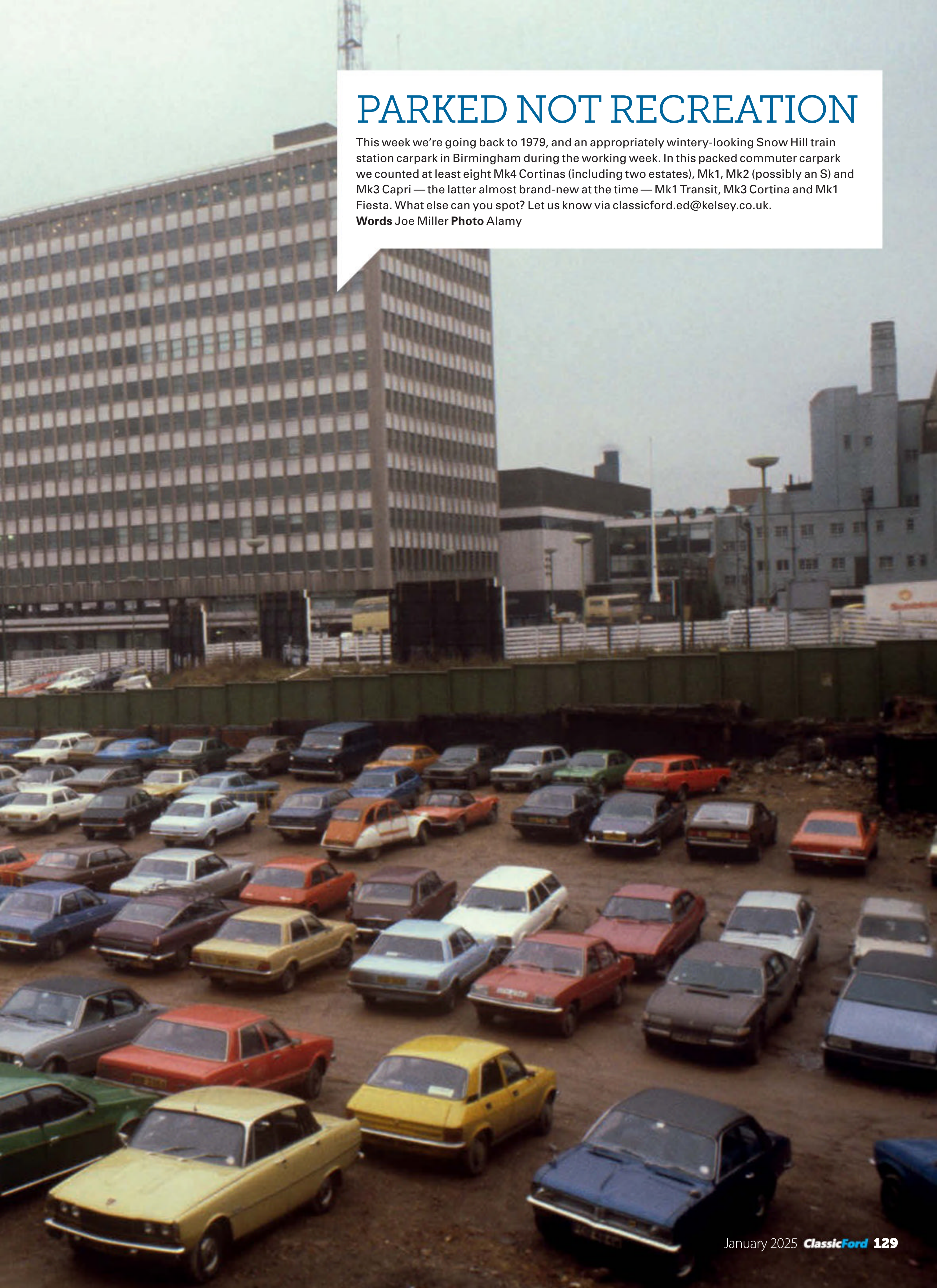
LOOKING TO THE PAST ONE CLASSIC IMAGE AT A TIME



PARKED NOT RECREATION

This week we're going back to 1979, and an appropriately wintery-looking Snow Hill train station carpark in Birmingham during the working week. In this packed commuter carpark we counted at least eight Mk4 Cortinas (including two estates), Mk1, Mk2 (possibly an S) and Mk3 Capri — the latter almost brand-new at the time — Mk1 Transit, Mk3 Cortina and Mk1 Fiesta. What else can you spot? Let us know via classicford.ed@kelsey.co.uk.

Words Joe Miller **Photo** Alamy



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MK1 GRP4 SHORT 4 LINK BOX KIT	£158
GRP4 PANHARD ROD KIT L/H OR R/H TOWER COMPLETE	£160
GRP4 MULTI PIECE PANHARD ROD TOWER	£60
GRP4 ROUND REAR TURRETS	£80
BULKHEAD PLATE 1 PIECE	£16
BULKHEAD PLATE 3 PIECE	£24
ATLAS LONG DIFF TUNNEL	£20
BULKHEAD GUSSETS 1XSHAPED	£32
FRONT CHASSIS SKIDS	£24
CHASSIS TO SILL SKIDS	£24
GRP4 STRUT TOP PLATES	£48
REAR INNER MK2 ARCH INFILLS	£19
FIA 35MM SEAT MT KITS BOLD IN WELD IN FRONT	£58
CROSSMEMBER TUBE + BOLT INSERT KIT	£24
15" REAR TUBS WITH OR WITHOUT TURRET CUT OUT.... PAIR	£258
MK1 STEEL WORKS BUBBLE ARCHES	£400
ROLL CAGE TUBE 2M	£30
JACKING POINT KIT (SILL STAND)	SET £28
GRP4 WATTS TOWERS MULTIPIECE	PAIR £125
GRP4 WATTS BARS BUSHED	PAIR £90
GRP4 4 LINK ROD BUSHED 1/2	EA £45
GRP4 4 LINK ROB BUSHED 5/8	EA £55
GRP4 PANHARD ROD BAR 5/8 BUSHED	£64

STRUT BRACES

GRP4 STRUT BRACE KIT WITH WELD ON BRACKETS AND STEEL BAR	£48
WITH ALLOY BAR	£70
WITH OVAL STEEL POWDER COATED BAR	£80
WITH CARBON LIGHTWEIGHT BAR	£165
MK1 WORKS FLAT TYPE "BOLD ON" STRUT BRACE KIT	£48

SUSPENSION TO BODYSHELL

WORLD CUP X-MEMBER FULL GRP4 SPEC	£435
WCXM CLUB STD OR LRM	£250
WCXM BASE GRP4	£360
WCXM BASE CLUB STD OR LRM	£170
WCXM MOUNTS BDA/PINTO INC BOLTS	£70
ANTI DIVE KIT	£55
DOUBLE WIDTH KIT	£55
GRP4 TENSION STRUT KIT TARMAC	£350
GRP4 TENSION STRUT KIT GRAVEL	£425
T/S ANTI ROLL BAR KIT	5/8 £130 3/4 £160
T/S ANTI ROLL BAR KIT 25MM	£178
COMPRESSION STRUT KIT FIXED BAR	£150
COMPRESSION STRUT KIT IN-SITU ADJ	£170
COMPRESSION STRUT 16MM ANTI ROLL BAR KIT	£162
CHASSIS MT ENGINE KITS VAUXALL FORD OHC/XF DURATEC	£80
TWIN CAM ANTI ROLL BAR	£150

TRACK CONTROL ARM'S (TCA'S)

IN-SITU ADJ TCA'S INNER RUBBER BUSHED	PAIR £220
IN-SITU ADJ TCA'S 3/8 R/JOINTS INC FITTING KIT	PAIR £220
HISTORIC FIXED ADJ TCA'S RUBBER BUSHED OR R/JOINTED	PAIR £220
IN-SITU FABRICATED TCA'S FOR COMPRESSION OR TENSION STRUT	£510
WATTS LINKAGE KIT ATLAS	£300
WATTS LINKAGE KIT ENGLISH	£250
PTFE SLIPPER KIT	£55
SHORT REAR SPRING SHACKLES	£48
U BOLT PLATES	PAIR £35
GRP4 AXLE BUMP STOPS X 2	£65
MULTI LEAF FOREST 5 LEAF SLIPPER SPRINGS TAPER THICKER MAIN LEAF	PR £300
MULTI LEAF FOREST 5 LEAF SLIPPER SPRING TAPER SOFT RIDE	PR £250
SINGLE LEAF SLIPPER SPRINGS	PR £250
CD6 MK1 4 LEAF TWIN EYE SPRINGS	£250
MK2 SINGLE TWIN EYE 146	PR £230
2 LEAP SLIPPER SPRINGS	PR £160

BIAS PEDAL BOXES AND BRAKES

PEDAL BOXES HAVE GENUINE GIRLING CYLINDERS

MK2 BIAS ADJ PEDAL BOX CABLE	£390
MK2 BIAS ADJ PEDAL BOX HYD	£450
MK1 BIAS ADJ PEDAL BOX CABLE	£390
MK1 BIAS ADJ PEDAL BOX HYD	£450
GRP4 THROTTLE PEDAL	£40
TUBE DASH ADJ MK2	£33
FLEXIBLE CLICK DASH ADJ	£33
GIRLING RESERVOIR THREADED	£20
AP RESERVOIR + BRACKET PUSH ON	£25

GENUINE AP DISC & CALIPER

MONTE ESCORT 4 POT CALIPER	£800
MONTE AP OR ALCON DISC	£195
FOREST ESCORT 4 POT CALIPER	£740
FOREST AP DISC	£190
GRP4 REAR 2382-2383 CALIPER	£600
GRP4 SOLID FF REAR DISC	£150
AP 2377 REAR TWIN POT CALIPER WITH HANDBRAKE MECH FITTED	£375
13" FRONT AP DISC BELL	£22
DISC BELL BOLT KIT X 12	£20

NEW AP RADIAL 13" FRONT BRAKE KIT FORD ESCORT MK2 COMPLETE WITH VENTED DISCS, ALLOY BELLS, MOUNTING BRACKETS PADS + PIPES	£1150
WITH GENUINE AP DISCS KIT	£1400
AP 15" RADIAL FRONT ESCORT BRAKE KIT 5040 CALLIPERS AP 304X28 DISCS MOUNT PADS + PIPES COMPLETE	£2150
AP MONTE CARLO GPR4 ESCORT HISTORIC BRAKE KIT COMPLETE	£2250
AP FOREST GPR4 ESCORT HISTORIC FRONT BRAKE KIT COMPETE	£1950

RS2000 GEN FORD TRACK ROD END	£58
GRP4 CAST STEERING JOINT SHORT	£44
2.8 CAPRI GRP1 VENTED DISC	£65
ELECTRIC POWER STEERING KIT USING VAUXHALL CORSA MOTOR + ECU ALL BRACKET WORK MK1 & MK2 ESCORT RHD & LHD	£850
GEN FORD MK2 ESCORT BRONZE BUSHED 2.4 QUICKRACK	£350
WITH NEW LONG ARMS FITTED	£400
ALL NEW H/D MK2 ESCORT QUICKRACK 2.4 OR 2.2 RHD OR LHD K/C	£360
SIERRA REAR DISC BRAKE KIT WITH WELD ON BRACKETS + PADS	£300
SIERRA CONVERSION H/B CABLE	£30

SUSPENSION AND MOUNTINGS

ALLOY 2 1/4 SPRING SEATS 1" TALL	£13
ALLOY 2 1/4 SPRING SEATS 3" TALL	£17
ALLOY 2 ¼ LOCK RINGS	£10
ALLOY 2 ¼ D SHAPE TOP CAPS	£13
ALLOY 4" WIDE SPRING SEATS	£32
STEEL SPRING TOP CAPS RS	£15

RS200 BILSTEIN STRUT CASINGS GRP4 THREADED ADJUSTABLE LONG, SHORT OR FIXED PLATFORM £225 EACH

HEAVY DUTY BILSTEIN STRUT BODIES WITH SPECIAL FORGED STUB AXLES £475 EACH

BILSTEIN FRONT INSERTS

260/60 – 300/70 LONG	£130
300/70 SHORT	£135
300/100 LONG	£130

BILSTEIN REAR DAMPERS

GRP1 MK2 ESCORT STD FIT	PR £240
GRP4 ESCORT REAR TURRET	PR £240
GRP4 REAR COIL OVER	PR £435

ESCORT FRONT TOP MOUNTS

RUBBER ROLLER BEARING TOP MOUNTS	£80
GRP4 2 PIECE CONCENTRIC ALLOY BLACK	£88
ECCENTRIC OFFSET ALLOY TOP MOUNTS	£70
ALLOY BLACK RBTM TYPE	£88
ESCORT ADJ SLIDING TOP MOUNT	£126
HIGH ANGLE TOP MT NUT + WASHER	£6.50
PLASTIC DUSTCOVER RB TM	£12

FRONT HUB STUDS PLUS NUTS

GR P4 FRONT ALLOY HUBS	£68
GRP4 FRONT WHEEL STUD	£5.50
GRP4 FRONT WHEEL NUT	£3.25
GRP4 WHEEL INSERT	£2.75
ALLOY HUB CAPS STD/ BB	£8
GRP4 MACHINED WHEEL SPACER	£9
LONG M12 FORD WHEEL STUD	£1.25
OPEN END M12 STUD WHEEL NUT	£1
GR P4 TO STD M12 WHEEL NUT	£2

COIL SPRINGS TOP QUALITY

FRONT BILSTEIN WELD ON STRUT ADJUSTER KIT 2 1/4 CAR SET PR	£70
REAR BILSTEIN 2 1/4 SLIP OVER KIT C/W SPRING SEAT STOP CAPS PR	£80
RS2000 FRONT COIL SPRINGS FROM	£50
RS2000 FRONT FLAT GROUND FROM	£50
2 1/4 ALL LENGTHS AND RATES FROM	£50
2 1/4 PROGRESSIVE 12", 14" DUEL RATE FROM	£65
2 1/4 BLUE HELPER SPRING	£35
LOWERING BLOCK KITS 1"-2" KIT	£30

ALLOY PRODUCTS

ESCORT SHAPED PETROL TANK BAFFLED WITH TWIN TAKE OFFS SIGHT GAUGE C/W FILLER NECK & SPLASH TRAY	£240
ESCORT SHAPED INJECTION TANK WITH LH OR RH SUMP C/W FILLER NECK PLUS SPLASH TRAY	£315
TARMAC ALLOY ARCHES SET	£375
FOREST ALLOY ARCHES SET	£360
WIDE TARMAC REAR ARCHES	£235
ALLOY FRONT SPOILER GRP4	£85
ALLOY FRONT SPOILER TALL	£95
DRY SUMP TANK RECIRCULATION TYPE	£240
DRY SUMP TANK RECIRCULATION TYPE WITH SHAPED CATCH TANK FITTED	£300
ALLOY CRANKCASE BREATHER BOX	£49
ENGINE BLOCK PINTO/X-F UNION	£8
REAR MK2 ALLOY LAMP PROTECTORS	£19
ALLOY BATTERY TRAY (240X175)	£42
MK2 CENTRE INSTRUMENT PANEL	£40
ALLOY SWIRL POT FUEL 1 LTR	£115
MK2 DASH BINACLE INSERT	£40
1 LITRE CATCH TANK 2X ½ FITTINGS	£58
1 LITRE CATCH TANK WITH BREATHER	£73
RT30 BATTERY TRAY FLAT BLACK	£80
RT30 BATTERY TRAY VERTICAL BLACK	£90
REAR MK2 ALLOY SPOILER	£90
CO-DRIVER ALLOY FOOTREST	£40
DRIVERS PUNCHED HEEL PLATE	£26
FACET PUMP + FILTER KING BRACKET	£30
NAVIGATOR TRIP DASH POD	£50

GEARBOX'S

5 SPEED ZF DIRECT TOP FULL SPEC GEARBOX C/W TOWER + LEVER	£7,800
5 SPEED TYPE 9 TRACKSPORT STRAIGHT CUT 2.2 1ST	£2,375
OR WITH HEAVY DUTY MAIN SHAFT	£2,800
5 SPEED TYPE 9 TRACK SPORTS ME HELICAL 2.48 1ST	£2,375
5 SPEED TYPE 9 HELICAL SPORT 2.752 1ST	£2200
4 SPEED TRACKSPORT H/D STRAIGHT CUT 2.2 OR 2.04 FIRST ALLOY MAIN CASE H/ D MAIN SHAFT + LAYSHAFT PIN	£3,500

NEW ATLAS AXLE CASINGS

GRP4 FULLY FLOATING THICK TUBE DOUBLE PINNED FULL GRP4 SPEC BRACKETS PREPARED TO THE HIGHEST STANDARD HISTORIC AND MODERN SPEC ANY LENGTH FROM	£800
GRP1 THICK TUBE WITH STANDARD ENDS (BABY 48 1/2", NARROW 49 7/8", WIDE 50") ALL GR P4 BRACKET WORK	FROM £470

DRIVE SHAFTS AND FLANGES
TOP QUALITY FULLY FLOATING AND GR1 HALF SHAFTS

740- 770 INC NUT	£155
790- 820 INC NUT	£168
740- 770 SPECIALS INC NUT	£260
770- 810 SPECIALS INC NUT	£280
FULLY FLOATING FLANGE	£75
GRP1 2 PIECE SHAFT BABY NARROW OR WIDE 18 TOOTH	£170
GRP1 FLANGE STD/GRP4 STUD	£75
HALFSHAFT RETAINER PLATE	£6.50
DRUM SPACER PLATE	£5.50
18 TOOTH ZF SIDE GEAR	£70
GRP1 SHAFT 16 SPLINE ENGLISH/ ESCORT	£170

QUAIFE BIG BEARING HUB KITS BOLTS ON TO ENGLISH/ATLAS C/W 16 SPLINE, 18 SPLINE SHAFTS £890

FULLY FLOATING T/T ATLAS REAR HUB	£65
GRP4 F/F RACE STUD INC BOLT	£11.50
METRIC F/F HUB BEARING	£25
STEEL O RING CARRIER	£12
STEEL SPLIT F/F LOCK RINGS LH/ RH	£16
F/F AXLE SEAL KIT	£15
REAR F/F ALLOY DISC BELL	£30
ZF 18 SPLINE MOTOR SPORT LSD	£1350
GRIPPER 18 SPLINE ATLAS LSD	£950
ZF WAVY PLATES	£25
ZF DIFF PLATE KIT X6	£155
ZF DIFF FRICTION PLATE ONLY	£30
ZF ATLAS STEEL ENDPLATE	£140
ZF ATLAS STEEL HOUSING	£300
ZF DIFF END THRUST WASHER	£16
5.3, 4.9 ATLAS C.W.P	£400
4.1, 4.4, 5.8 ATLAS C.W.P	£460
4.6 ATLAS C.W.P	£300
3.44, 3.77 AT THE C.W.P	£300
5.1 ATLAS C.W.P (BEST AVAILABLE)	£320
ENGLISH SALISBURY 22 SPLINE LSD	£570
ENGLISH SALISBURY 16 SPLINE LSD	£580
ENGLISH 18 SPLINE PLATE LSD	£715
SALISBURY ENGLISH STEEL ENDPLATE	£125
16 SPLINE SALISBURY ENGLISH SIDE GEAR	£85
5.1, 4.9, 4.7, 4.4 ENGLISH C.W.P	£250
3.9, 3.7, 3.54 ENGLISH C.W.P	£250

NEW ALLOY BELL HOUSINGS

RS2000 TWIN STARTER	£187
16 ASTRA-FORD STRAIGHT	£187
RS AND TYPE 9 HYD	£255
SIERRA TYPE 9 CABLE SINGLE STARTER	£235
2000E HYD	£220
2000E CABLE	£265
ZF/BDA HYD WORKS TYPE	£265
ZF/PINTO HYD LH STARTER	£275
BORG WARNER TO PINTO	£260
DURATEC TO TYPE 9 CABLE	£285
DURATEC TO TYPE 9 HYD	£325
TOYOTA 4AG TO TYPE 9	£295
ROCKET/T9 HYD RH STARTER	£275

Est 1986

HONDA K20/24 TYPE 9	£420
MILLINGTON TYPE 9 SPECIAL	£500

INLET MANIFOLD TWIN CARB

PINTO 2 X 48 SPECIAL	£150
N/A COSWORTH	£155

COMPETITION CLUTCH

7 1/4 LUG PADDLE CLUTCH	£590
7 1/4 A-RING PADDLE CLUTCH	£500
7 1/4 3 BLADE PADDLE PLATE	£150
7 1/4 4 BLADE PADDLE PLATE	£175
RS2000 8 1/2 EXEDY H/D CLUTCH KIT	£205
RS2000 8 1/2 EXEDY PADDLE CLUTCH KIT	£310
QUARTERMASTER 7 1/4 PADDLE CLUTCH KIT	£680

COMPOSITION EXHAUST MANIFOLD

RS2000 3 PIECE 2 1/4 AND 2 1/2	£190
N/A COSWORTH THREE PIECE 2 1/4 AND 2 1/2	£235
16 V ASTRA INTO MK2 ESCORT	£245
X-F 4 INTO 1 RALLY	£175
DURATEC INTO MK2 ESCORT	£235
16 V ZETEC RWD INTO ESCORT	£195

FAST ROAD COMPETITION 2” MANIFOLD

RS2000 4-2-1 OHC	£175
1300/ 1600 X- FLOW 4-2-1	£150

ASHLEY MANIFOLD’S IN STOCK OTHER MODELS TO ORDER

COMPETITION EXHAUST MANIFOLDS

PINTO 2 1/2 RIGHT HAND SINGLE BOX	£175
PINTO 2 1/2 RIGHT HAND TWIN BOX	£190
PINTO 2 1/4 RIGHT HAND SINGLE BOX	£150
PINTO 2 1/4 HAND TWIN BOX	£160
IF L/ H CROSSOVER SYSTEM ADD	£20
RS2000 RH 2 1/2 REAR BOX ONLY	£130

FAST ROAD COMPETITION 2” SYSTEMS

RS2000 MK2 SINGLE BOX	£125
RS2000 MK2 TWIN BOX	£135
ESCORT MK2 X- F SINGLE BOX	£115
ESCORT MK2 X- F TWIN BOX	£125
ESCORT MK1 TWIN BOX SYSTEM 3 PIECE	£135

ABOVE ASHLEY EXHAUST SYSTEMS IN STOCK
MANY MORE MAKES AND MODELS AVAILABLE

BOLTON SAFETY AND SERVICE PARTS

5-SPEED R/JOINED QUICKSHAFT	£60
4-SPEED R/JOINED QUICK SHAFT	£60
ROCKET/ATLAS H/D PROP SHAFT	£220
ZF ATLAS H/D PROPSHAFT	£240
2 PIECE H/D PROPS (SUIT DOG BOX)	FROM £400
ATLAS AXLE 10MM ALLOY BRACE KIT	£120
WIDE STEEL DIFF SKID	£65
BACK COVER HALF MOON SPREADER PLATES	£16
ALLOY BRACE CANISTER BRACKETS X2	£21
NEW MK2 ESCORT TWIN WIPER KIT	£300

FIRE EXTINGUISHER SKITS SPA

4.0 LTR MECHANICAL KIT WITH 2.4 HANDHELD FIA COMPLETE	£330
4.0 LTR ELECTRIC KIT WITH 2.4 HANDHELD FIA COMPLETE	£600
3.0 KG GAS ELECTRIC NOVEL SYSTEM + 2.0 LTR GAS HANDHELD FIA COMPLETE	£1060
MK2 ALLOY Q/R LAMP BRACKETS	£50
MK1 ALLOY Q/R LAMP BRACKETS	£65
3 WAY LAMP BRACKET ADAPTORS	£36
BILSTEIN TALL QUICKLIFT JACK	£150

GRP4 CHASSIS MOUNT SUMPGUARDS

WITH ¼ 6MM PLATE TARMAC	£178
WITH 5/16 8MM PLATE	£195
WITH 3/8 10 MM PLATE FOREST	£210
NEW LONG GRP4 CURVED CHASSIS MT GUARD WITH SKIDS	£295
ZP GEARBOX ALLOY GUARD	£65

NEWMAN CAMSHAFTS PROVEN RESULTS

FORD PINTO CAMSHAFT	£165
X-FLOW CAMSHAFT	£160
PINTO CAM FOLLOWERS X8	£60

ALL PROFILES FAST ROAD, ROAD AND RACE

RS2000 ALLOY SUMP PAN RHD/LHD	£325
RS2000 PICK UP PIPE	£65
GEN FORD RS200 CLUTCH FORK	£90
MK2 FRONT PLASTIC GRILL OVAL	£135
MK2 FRONT PLASTIC GRILL LETTERS	£135
GEN FORD OVAL GRILL BADGE	£35

GEAR REDUCTION STARTER MOTORS

RS2000 (135 TOOTH RING GEAR) HITACHI	£225
BDA/X-FLOW (110 OR 135) HITACHI	£225
BDA SPECIAL DENZO 110/135	£320
PINTO/BDA 90 AMP ALTERNATOR	£245
PINTO ALTERNATOR KIT, C/W BRACKET POLY VEE PULLEYS + BELT	£390
MK1 & MK2 CLEAR H4 WIPAC HEADLIGHT KIT MK1 £85 MK2 KIT	£125
MK2 PIAA HEADLIGHT CONVERSION INC BULBS	£360
PIAA PA80 SPOTLIGHT INC BULB	£140
MK1 & 2 MOULDED MUDFLAPS SET	£160
MK2 WIDE MOULDED MUDFLAPS TARMAC SET	£170
MUDFLAP MATERIAL 4MM X2	£12
ALLOY MUDFLAP BRACKET	£2.00 BLACK £4.50
ALLOY BONNET HINGES PAR	£35
MK2 ALLOY BOOT HINGES PAIR	£45

MK2 ESCORT ALLOY GRP4 RADIATOR C/W SENDER BOSS AND FAN BRACKET SUIT PINTO X-FLOW BDA

ASTRA	£315
12” BLOWER FAN WITH BIS MOTOR	£98
FAN SENDER SWITCH	£15
CLASSIC BLACK ALLOY RADIATOR	£460

BDA SILICON RAD HOSES PR	£70
BDA SILICON HEATER HOSES PR	£70
PINTO SILICON RAD HOSES PR	£80
PINTO SILICON HEATER HOSES (SUIT 2X45)	PR £45
VAUXHALL 16V RAD HOSES PR	£90
FACET RED TOP PUMP KIT	£95
FACET RED TOP PUMP ONLY	£85
ALLOY FILTER KING LARGE BOWL	£58
FILTER KING GAUGE	£14
ALLOY FILTER KING BLACK-6	£74
FACET SOLID STATE FUEL PUMP KIT	£48
FUEL INJECTION PYRAMID TWIN PUMP + TWIN FILTER KIT	£370
BONNET PINS SILVER	£9
BONNET PINS ALLOY	£10
BOOT SPRINGS SET	£9
MK2 ALLOY BONNET STAY KIT	£31
HARNESS EYES	£1.50
HARNESS EYE BACK PLATE	£1.00
ALLOY PEDAL PLATES SET	£12
ALLOY INNER DOOR HANDLES PR	£8
LIGHTWEIGHT 19MM “RALLOY” WHEEL BRACE ON BRACKET WITH SPIN HANDLE	£72
ALLOY SPARE WHEEL POLE SINGLE	£20
ALLOY SPARE WHEEL POLE DOUBLE	£33
Q/R CONE CLAMP	£33
TRS Q/R REMOVABLE WHEEL STRAP	£39
SPOT LAMP STEADY BARS PR	£10
BATTERY CUT OFF SWITCH FIA	£28
SAFETY STICKER SHEET	£2
TRS HELMET HAMMOCK MESH	£32
NAVIGATOR NET MAP POCKET SMALL	£10
NAVIGATOR NET MAP POCKET LARGE	£12

TRS FIA HARNESS

MAGNUM 6 POINT	£180
MAGNUM 6 POINT ULTRALITE	£250
MAGNUM 6 POINT SUPERLITE	£220
MAGNUM 6 POINT ULTRALITE HANS	£250

ALL COLOURS AVAILABLE (STOCK BLUE + BLACK)

FIA COBRA BUCKET SEATS APPROVED

IMOLA PRO LOW SIDE STD BLACK	£485
IMOLA PRO LOW SIDE LARGE	£535
SUZUKA PRO HIGH SIDE STD	£555
SUZUKA PRO HIGH SIDE LARGE	£600
MONACO PRO STEEL FRAME	£200
ALLOW SIDE MT SEAT FRAME KITS	£50

CABLES & LINKAGES

WEBER ALLOY TWIN CABLE LINKAGE KIT	£60
BLUE THROTTLE CABLES 1 METER	£6
BLUE THROTTLE CABLES 3 METER	£7
RS2000 HEATSHIELD CLUTCH CABLE	£24
RED PULL CABLE 6FT	£10
RED PULL CABLE 12FT	£14
RACETEC 8,000 RPM TACHO	£130
RACETEC 12,000 RPM TACHO	£240
STACK TACHO ST200 10,500	£295
FULL RANGE RACETEC GAUGES FROM	£42
FULL RANGE STACK 52MM GAUGES FROM	£50
MONIT TRIPSMETERS G100 G200 FROM	£440
STILO INTERCOMS FROM	£190
AVANTI MAP LIGHTS	£35
WARNING TRIANGLE	£8
RALLY CAR TOW ROPE	£10

ODYSSEY SEALED HIGH OUTPUT BATTERIES

EXTREME 30 PC950 250X97X156	£185
EXTREME 50 PC1100 250X97X206	£200
CTEK SMART BATTERY CONDITIONER	£50

WINDSCREENS

MK1 ESCORT LAMINATED	£75
MK2 ESCORT LAMINATED	£75
MK1 ESCORT HEATED	£225
MK2 ESCORT HEATED	£225

POLYCARB WINDOW KITS CLEAR OR BRONZE

MK2 ESCORT 7 PIECE	£210
MK2 ESCORT 5 PIECE WITH SLIDERS	£235
MK1 ESCORT 7 PIECE	£310
MK1 ESCORT 5 PIECE WITH SLIDERS	£350

MAGNUM BODY PANELS ESCORT MK1 & 2 OVER “100” ITEMS STOCKED, HUGE PARTS LIST,

MK2 FRONT QUARTER BUMPERS PR	£150
MK2 REAR BUMPER	£200
MK1 QUARTER BUMPERS CHROME PR	£155
MK1 REAR BUMBER	£320
MK2 DOOR MIRRORS EACH	£28
MK2 FRONT INDICATORS EACH	£36
MK1 FRONT INDICATORS + LENS EACH	£50
MK2 REAR LIGHTS	£42 + LENS £23
MK1 ALLOY FRONT GRILL PLAIN	£230
MK2 REAR NUMBER PLATE LIGHTS X2	£28

MK1 & MK2 SAFETY DEVICES ROLL CAGE

FORD ESCORT MK1 & 2 6 POINT ARCH MT WITH DIAGONAL AND HARNESS BAR	£650
SINGLE SHAPED DOOR BARS X2	PR £140
MK2 ESCORT TURRET MOUNT MULTI POINT WITH DIAGONAL AND HARNESS BAR	£760
SINGLE SHAPES DOOR BARS X2	PR £140
MK1 & 2 ESCORT FULL SPEC BOLT IN MULTIPOINT WITH CROSS DIAGONAL AND HARNESS BAR, CROSS DOOR BARS, TUNNEL BAR AND DASH BAR	£1250
MK1 ESCORT WELD IN CDS ROLL CAGE WITH ALL EXTRAS	£795
MK2 ESCORT WELD IN CDS ROLL CAGE WITH ALL EXTRAS	£910

SIMPSON EXHAUST MANIFOLDS

3 BOLT BDA 4-2-1 2½	£750
5 BOLT BDA 4-2-1 2½	£750
PINTO 4-2-1 2½	£750
VAUXHALL XE 2.0 LTR/2.3 LTR	£750
COSWORTH N/A YB	£850
DURATEC	£750
OMP CORSICA SUEDE STEERING WHEEL	£180
MK1 & MK2 ALLOW S/W BOSS	£40
NEW MK2 ESCORT STEERING COLUMN	£180
QUICK RELEASE S/W BOSS KIT	£125

BRAKE PADS (100’S IN STOCK)

MINTEX 1144 1155 ETC	FROM £45
FERODO 2500 300 ETC	FROM £95
PAGID RS14 ETC	FROM £195

ZF DIRECT TOP GEARBOX PARTS
FORKS, RINGS, GEARLEVERS LARGE STOCK

NEW CARBON PRODUCTS

MK2 ESCORT BONNET	£525
MK2 ESCORT BOOT LID WITH SPOILER	£525
MK2 FRONT QUARTER BUMPERS PR	£100
MK2 REAR BUMPER	£100
MK2 REAR RS2000 BOOT SPOILER	£125
MK2 TOP PARCEL SHELF REAR	£160
MK2 REAR FIREWALL PLATE	£200
MK2 DOOR CARDS (VACUUM FLAT)	PR £250
MK2 RALLY SHAPED BOOT LINER	£130
MK2 RALLY DOOR MIRRORS	PR £135
ATLAS REAR DIFF COVER	£70
CORNER ARCH GUARDS	£50
ALLOY ARCH AND QUARTER GUARDS PR	£122
CARBON ROOF VENT	£175
REAR MK2 LAMP PROTECTORS	PR £32
NAVIGATORS FOOT REST TRS	£135
DRIVER FOOT HEAL PLATE	£85
TRS NAVIGATOR + DRIVER FOOT PLATE SET	£200
15” SPARE WHEEL TRAY “ANY CAR”	£170
CARBON MK1 FRONT QUARTER BUMPERS	PR £170

NEW FIBREGLASS PRODUCTS

FORD ESCORT MK1 & BONNET	£135
MK1 & 2 CARBON LAYER BONNET	£225
MK1 & 2 PLAIN BOOT LID	£100
BOOT LID WITH RS2000 SPOILER MK2	£150
BOOT LID WITH RS1800 SPOILER MK2	£160
BOOT LID CARBON LAYER RS2000 SPOILER	£215
BOOT LID CARBON LAYER RS1800 SPOILER	£245
MK1 BUBBLE ARCHES SET OF FOUR	£110
MK2 FOREST ARCHES 76 SPEC	SET £140
MK2 RS2000 BOOT SPOILER	£48
MK2 RS1800 BOOT SPOILER	£55
MK2 MEXICO FRONT SPOILER	£49
MK2 REAR BUMPER	£40
MK2 FRONT QUARTER BUMPERS	£50
MK2 FRONT QUARTER BUMPERS CARBON LAYER	£65
MK1 REAR BUMPER	£46
MK1 FRONT QUARTER BUMPERS	£50
MK1 TWIN COWEL DASH TOP	£125
MK1 TWIN COWEL DASH TOP FLOCKED	£165
MK1 6 DIAL DASH TOP RHD & LHD	£100
MK1 6 DIAL DASH TOP FLOCKED	£130
MK 1 WORKS CENTRE CONSOLE	£80
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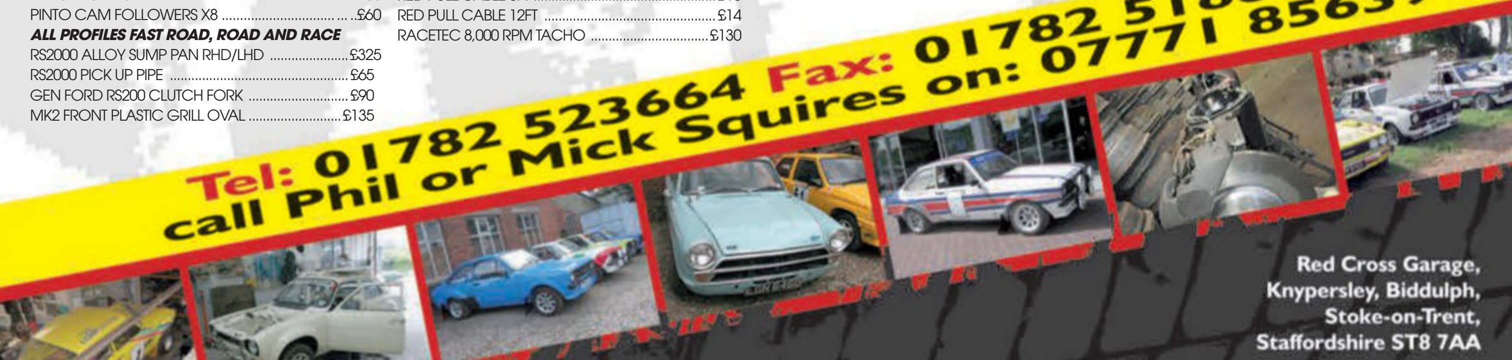

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